CLAYTON: 2000

GENERAL PLAN

ADOPTED JULY 17, 1985

CLAYTON 2000

GENERAL PLAN REVISION AND EIR

CITY OF CLAYTON

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James Parsons, Vice Mayor
Helen Allen, Councilmember
James McCormick, Councilmember
Philip Tinsley, Councilmember

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PROJECT STAFF

Valentin V. Alexeeff, AICP
Planning Director

Ann Tompach
Administrative Assistant

Greg Mattson
Graphics

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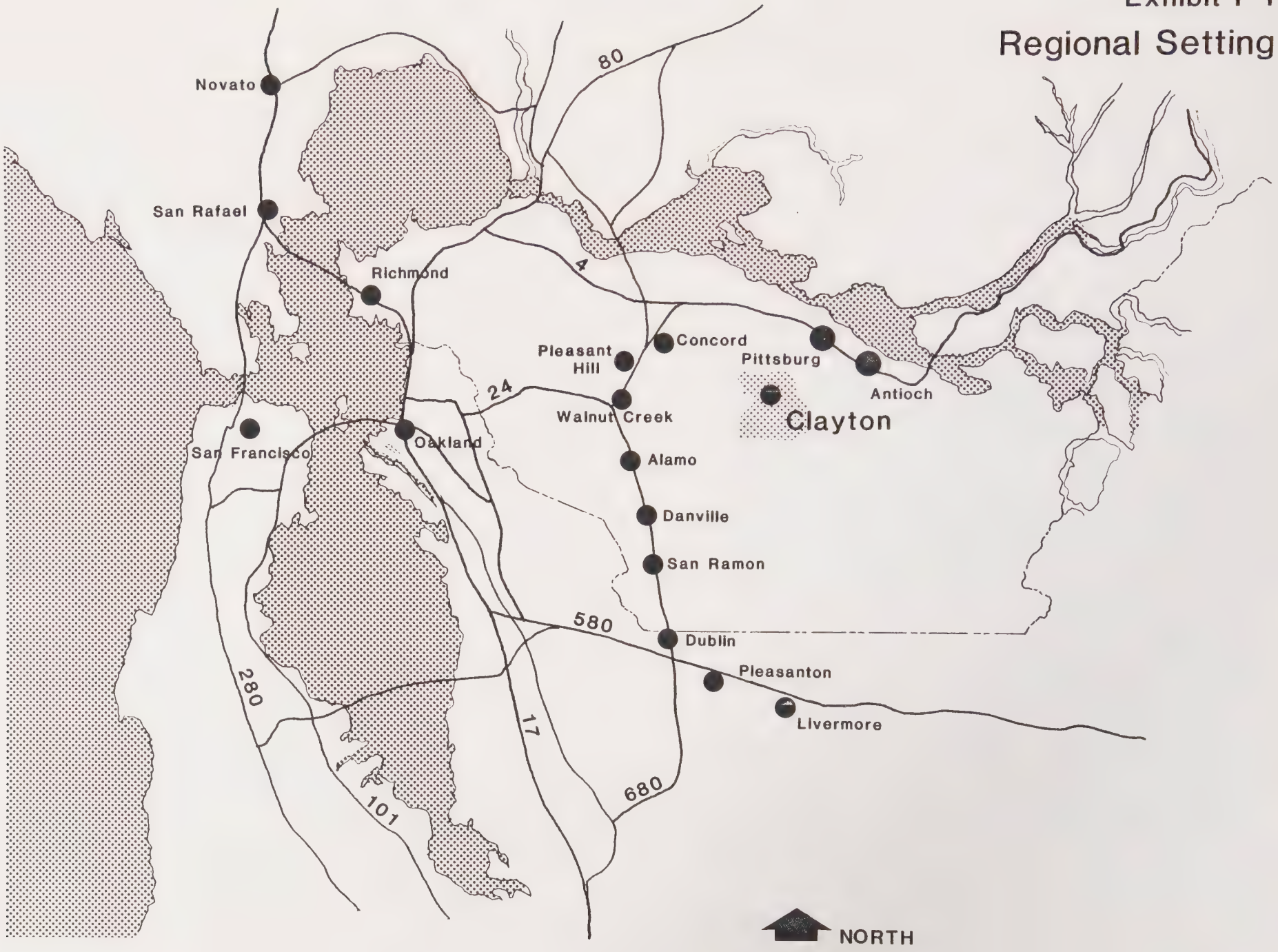
Regional Setting



FRAMEWORK FOR PLANNING

Planning is an approach to problem solving, a process for making informed decisions about the future. Although everyone plans to some extent by trying to anticipate the consequences of possible courses of action and selecting what appears to be the best course, formal planning is usually characterized by a number of activities:

1. Identifying the problems or issues;

2. Analyzing needs and strengths;

3. Formulating goals and objectives;

4. Developing and evaluating alternative courses of action;

5. Selecting the preferred course of action;

6. Implementing the preferred course of action;

7. Monitoring implementation and adjusting plans and policies.

In practice these activities are rarely discreet, sequential steps; they often overlap in a cyclical, rather than a linear, process in which experience provides the impetus for continuous course corrections. Like budgeting, governmental planning is also a political process for allocating scarce resources among competing demands. In summary the purpose of planning is to prepare plans which will produce intelligent, informed decisions.

The purpose of a General Plan is to accomplish the following:

1. Identify the community's environmental, social economic goals.

2. State the local government's policies on the maintenance and improvement of existing development and the location and characteristics of future development needed to achieve community goals.

3. Establish within local government the ability to analyze local conditions and to respond to problems and opportunities concerning community development in a way consistent with local, regional, and state goals and policies.

4. Provide citizens with information about their community and with opportunities to understand and participate in the planning and decision-making process of local government.

5. Identify the need for and methods of improving the coordination of community development activities among all units of government.

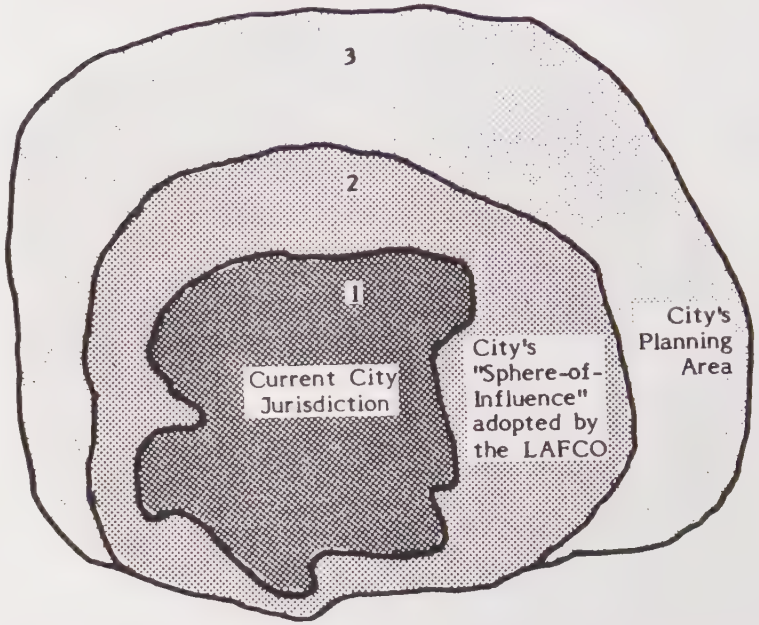
6. Create a basis for subsequent planning efforts, such as the preparation of specific plans and special studies.

Local planning and land use regulation rest on powers granted to cities and counties by the State Constitution, but state legislation shapes the manner in which these powers are exercised. Basically, cities and counties draw upon two broad categories of legal powers in their planning programs: corporate powers and police powers. Corporate power is the authority to collect money through bonds, fees, assessments, and taxes, and to spend it to provide services and facilities, such as streets, water, sewage disposal facilities, parks, recreation and the like.

Police power, reserved to the states by the Federal Constitution and delegated to cities and counties by Article XI, Section 7 of the California Constitution, is the authority to promote the health, safety, welfare, and morals of the public. The police power is elastic, evolving to accommodate changing community values, but its use is constrained by constitutional principles of equal protection and due process, including unlawful taking or damaging of property. Land use planning, zoning, subdivision regulation, and building regulation are all exercises of police power.

Planning occurs on three geophysical and political levels as illustrated in the following diagram:

Relationship of Clayton's City Limits, Sphere of Influence and Planning Area



1. Incorporated Territory: Land use controlled by the City.

2. Unincorporated Territory: To be Ultimately annexed and served by the City. Land use controlled by County in formal consultation or by joint action with the City.

3. Unincorporated Territory: Not to be annexed and served by the City, but bearing some relation to the City's planning. Land use controlled by County in consultation with the City.

CLAYTON SETTING

The regional setting for the City of Clayton is indicated in Exhibit I-1. Clayton is situated in Central Contra Costa County southeast of the City of Concord. The planning area in Exhibit I-2 covers some 19 square miles or 8000 acres. The City of Clayton, indicated in Exhibit I-3, occupies an area of approximately 3/4 square miles or 400 acres of the northwest portion of the planning area. The Clayton sphere of influence occupies approximately 4.7 square miles or 3,000 acres extending eastward from the area of development.

Both natural features and political divisions serve as boundaries of the Planning Area. The western boundary of the Planning Area is defined by the Concord city limits and ridge lines. The southern boundary is formed by the borders of the State Park. The north is bound by Ygnacio Valley/Kirker Pass Road and the City of Concord. The east is bounded by ridge lines.

Development in the Planning Area is concentrated within and around the City of Clayton. The City of Concord (1984 population 104,000) lies to the north and west and is the service and employment center for area residents. Clayton Road, which becomes Marsh Creek Road southeast of Clayton, is one major transportation artery in the Planning Area. It leads northwest to Concord and southeast to Byron. Ygnacio Valley Road, which becomes Kirker Pass Road, is another main access route in the Planning Area. It runs southwest to Walnut Creek and northeast to Pittsburg.

Physical Description

The Planning Area includes a combination of physical features. The northwest and central portion is part of the Clayton Valley, while surrounding areas consist of hills and ridges. The City of Clayton occupies most of the flat bottomland.

The ridges in the northern portion of the Planning Area range in elevation between 1,000 and 1,400 feet. The southern ridges are more heavily forested and range up to 2,400 feet in elevation. Mt. Diablo, with a peak elevation of 3,849 feet, lies directly south of the Planning Area.

The Planning Area is part of the Mt. Diablo and Marsh Creek Watersheds, with the City of Clayton lying at the confluence of Mt. Diablo Creek and several of its sections of the Planning Area.

Institutional Setting

The City of Clayton is a general law city, governed under a structure and process established by California State Law. There are 5 elected Council members, one of whom serves as the Mayor. The City is served by a 5 member Planning Commission. The current city boundaries are indicated in Exhibit I-3.

The City of Clayton has direct authority for activity within its municipal boundaries. It has the comment authority of a responsible agency within its Sphere of Influence for actions taken by the County or other jurisdictions. The Clayton Planning Area is the area identified by the City of Clayton as that unincorporated area where actions will have a direct

Exhibit I-2
Planning Area

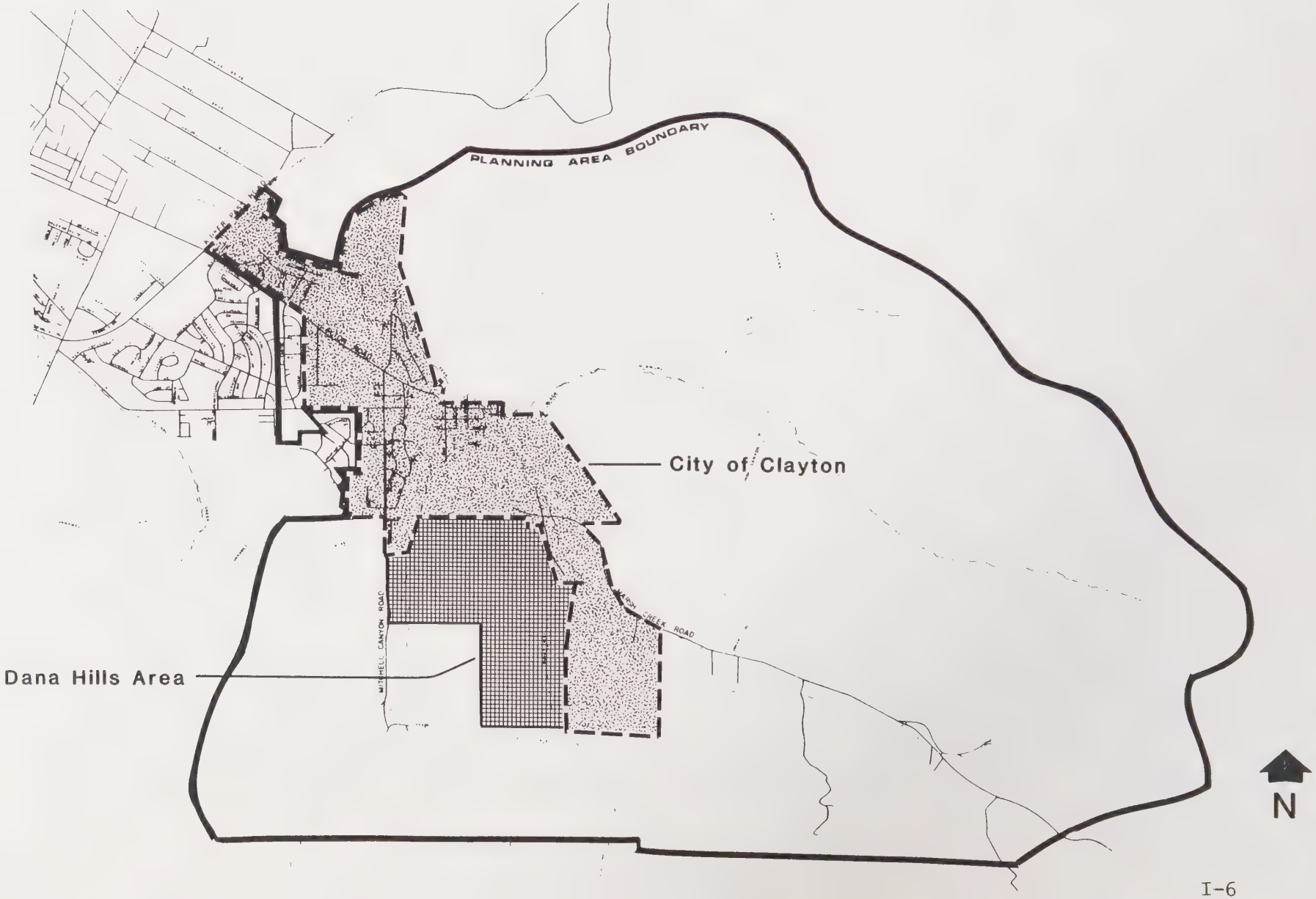
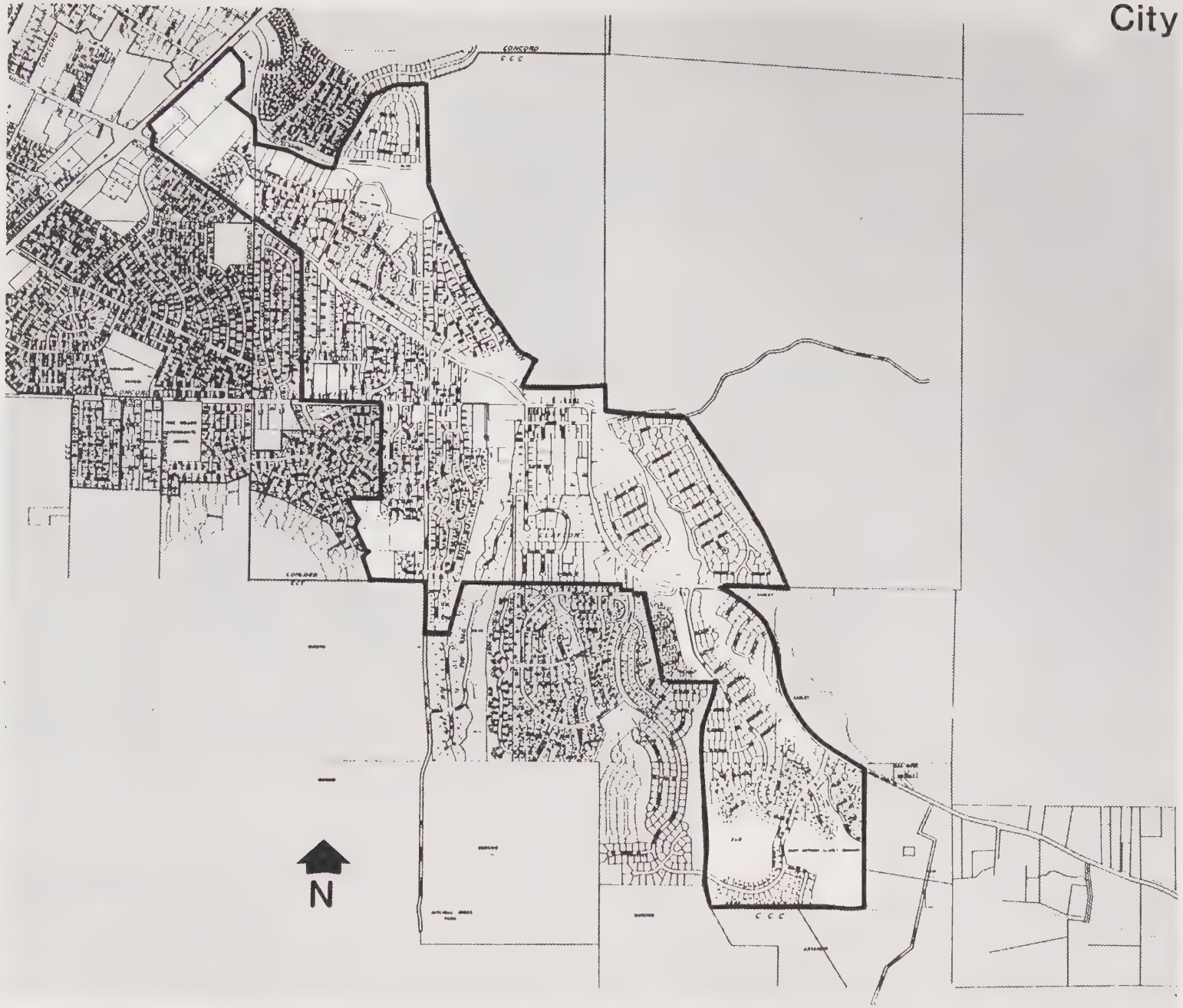


Exhibit I-3

City Limits



effect on city conditions. From a geographical standpoint, development could increase downstream flow within the watershed; from an activity standpoint development would increase downtown traffic and from a political standpoing development could change the operation of a mutual special district.

The unincorporated sections of the Sphere of Influence fall into two categories: subdivisions approved in the County and agricultural lands. The unincorporated lands fall within the jurisdiction of Contra Costa County and the Contra Costa Planning Department. The Sphere of Influence is indicated in Exhibit I-4.

Within the Planning Area there are a number of City and County special districts which provide special services and require residents to pay tax. These include special districts administered by the County through appointed boards, fire protection, flood control district, mosquito abatement and water supply maintenance. Other independent districts include the Contra Costa Water District, Central Sanitary Sewer District, Mt. Diablo Unified School District, Bay Area Air Pollution Control District, Bay Area Rapid Transit District, Central Contra Costa Transit Authority and East Bay Regional Parks District.

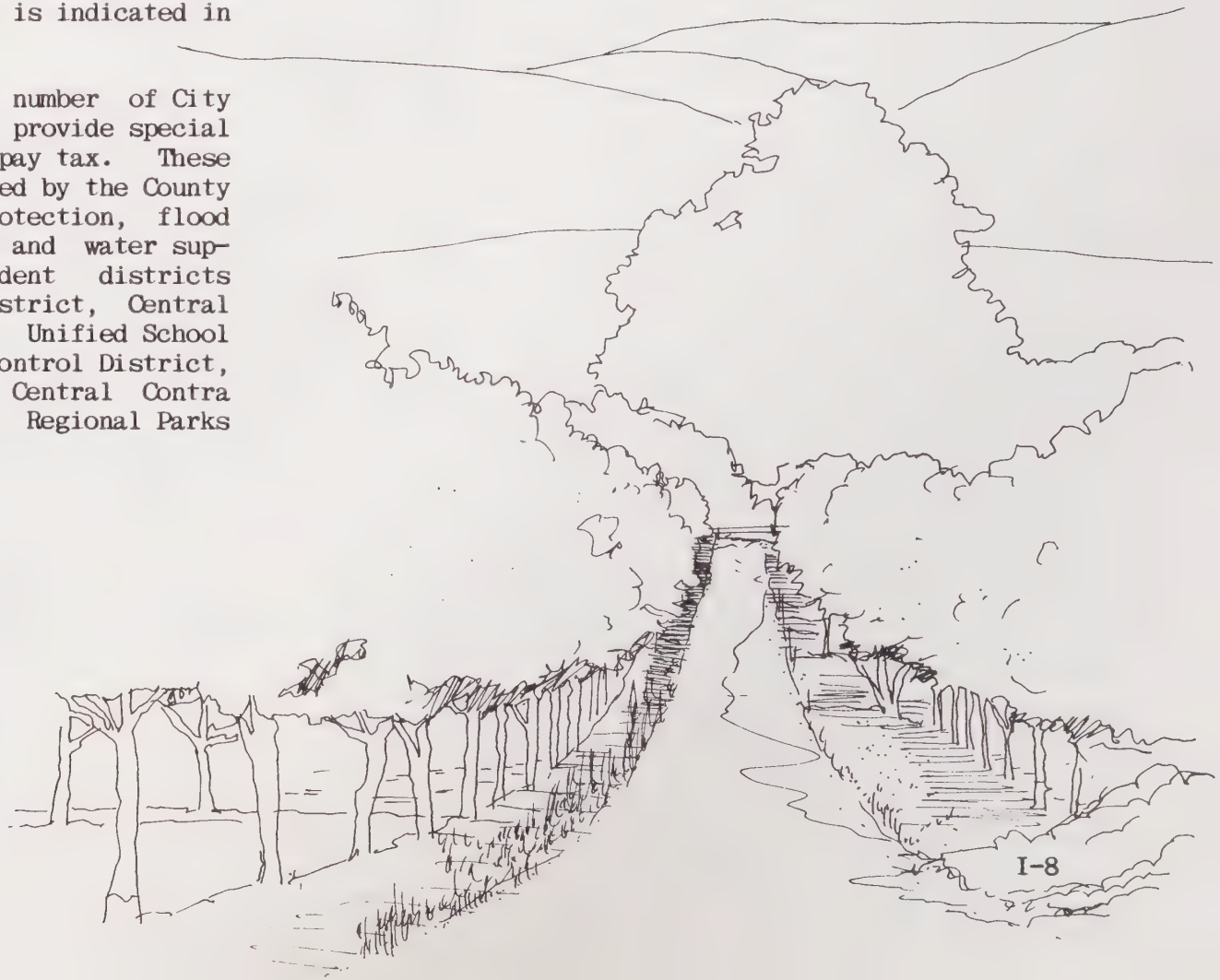
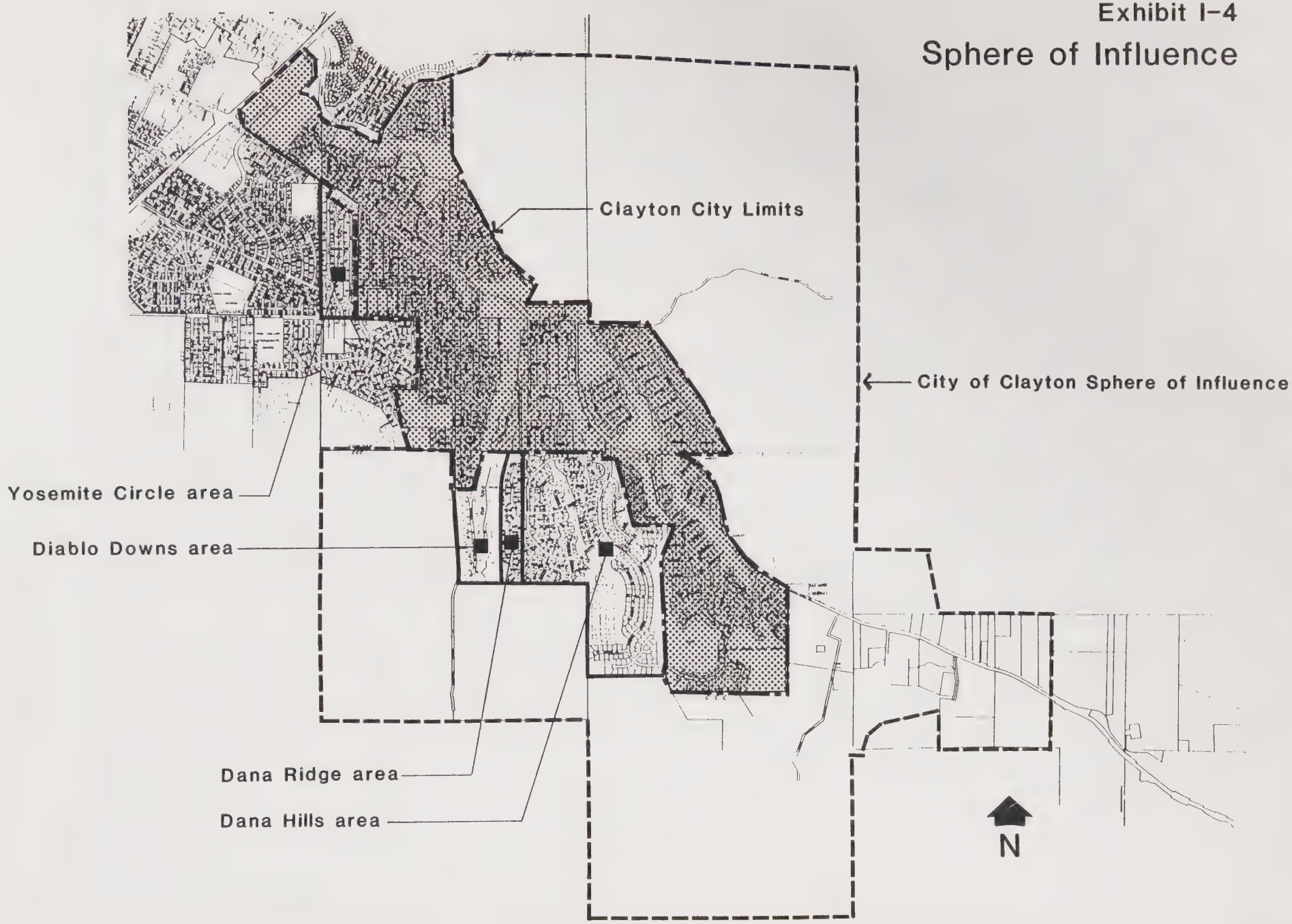


Exhibit I-4

Sphere of Influence



HISTORY OF CLAYTON

The City of Clayton is closely linked to its history. The town was founded in 1857 at the northern base of Mount Diablo by Joel Clayton. Situated in a scenic and fertile valley, the town was expected to attract a population of settlers coming to California. The town site was also envisioned as a potential mining center.

> As historian George Pettit writes, "The danger of generalizing on why people came to California is clearly indicated by the fact that the discovery of free gold in the tailrace of a lumber mill by John Marshall on January 24, 1848, drastically changed the earlier situation, and added an even more compelling reason for migrating westward. It was a glamorous motive in its own right, and swallowed already existing motives in a glittering dream of sudden wealth. Even prospective farmers began to look for mineral-rich rocks as well as friable earth. All of the considerations mentioned... contributed to the settlement just north of Mt. Diablo and led to the creation of the town of Clayton." Source: George A. Pettit, Clayton: Not Quite Shangrila (Martinez, California: Contra Costa County Historical Society, 1969), p. 17.

With the discovery of coal deposits in the vicinity two years later, Clayton did become a prosperous mining supply town and one of the largest towns in the county. At the height of the mining activity in 1886, town population was estimated at 900.

Source: Diablo Valley League of Women Voters, At the Foot of the Mountain: the Communities of Mid Contra Costa County (Pleasant Hill, California: Monument Printing Company).

Though sharing in the style and spirit of the mining era, Clayton was somewhat outside the main focus of mining activity. The town served as a place for miners to have city comforts, offered supplies and entertainment to miners, but remained a rural-agricultural settlement.

> The Great Register of Contra Costa County in 1876 listed 730 names of male citizens, indicating the upper Diablo Valley and surrounding hills as their place of residence. Most of these were residents of Nortonville and Somersville, two leading coal mining centers northeast of Clayton. The Poll-Tax Assessment rolls for that same year included a listing of males between ages 21 and 55, of which 85 gave Clayton as their place of residence. The overwhelming majority of area residents -some 723 men - lived in Nortonville or Somersville. Source: George Pettit, op. cit., pp. 59-60.

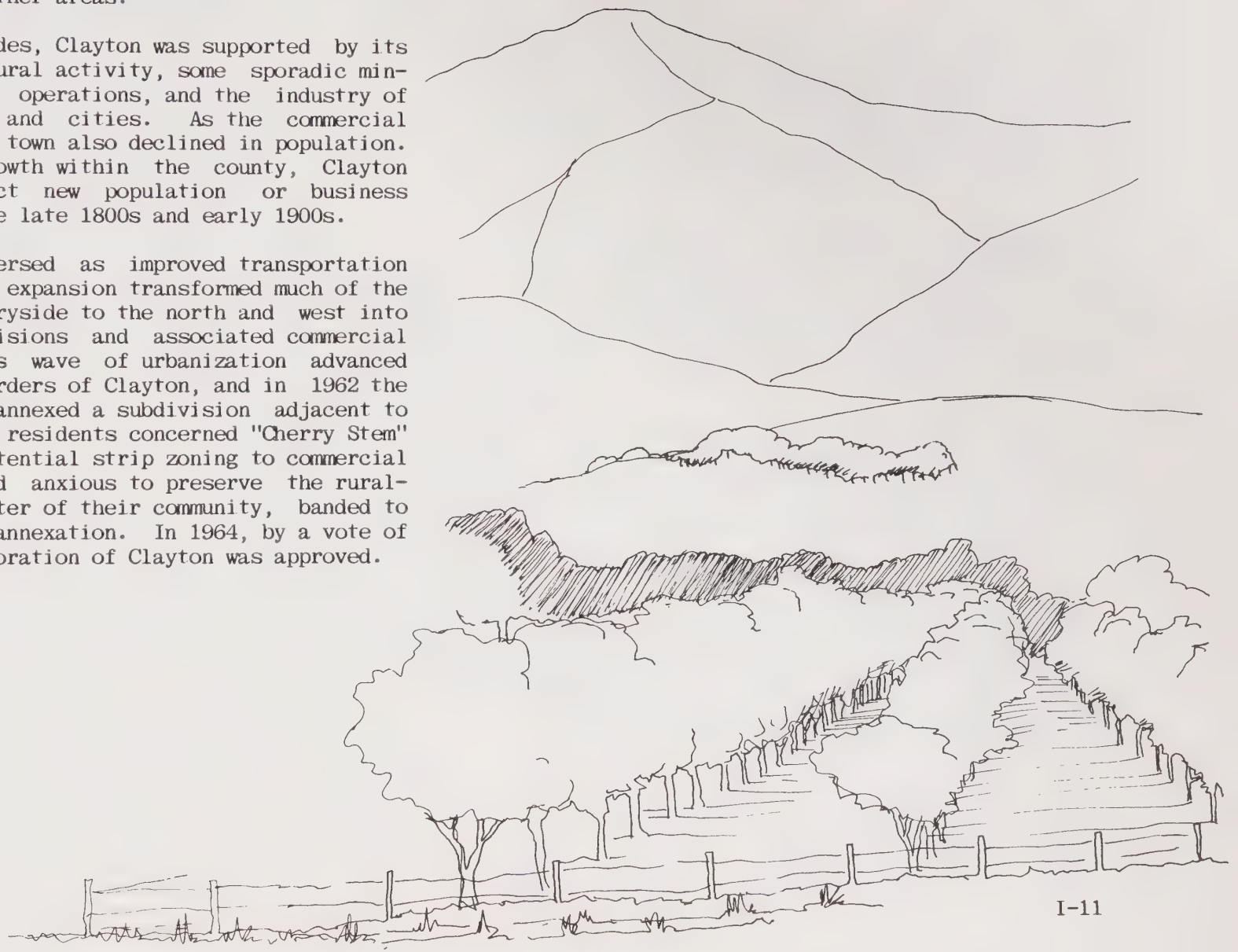
The mining boom lasted into the 1870s. At the peak of the boom, the slopes of Mount Diablo and the hills to the north were scored with mines yielding ores of coal, copper, silver, gold, and quicksilver. The mining era came to an end with competition from anthracite coal and the exhaustion of commercially exploitable ores.

From an economy based primarily on the production of coal and wheat, Clayton shifted to more diversified agricultural activities, including cattle ranching and orchard farming. Viticulture became a dominant activity for several years, and there were several local wineries. The Mt. Diablo winery had a capacity

of 300,000 gallons. The grape and wine industry was cut back by the spread of the grape mite, demand was reduced by prohibition and profits were limited by competition from other areas.

In succeeding decades, Clayton was supported by its remaining agricultural activity, some sporadic mining and quarrying operations, and the industry of surrounding towns and cities. As the commercial base declined, the town also declined in population. Despite rapid growth within the county, Clayton failed to attract new population or business activity during the late 1800s and early 1900s.

The trend was reversed as improved transportation and post-war urban expansion transformed much of the surrounding countryside to the north and west into residential subdivisions and associated commercial development. This wave of urbanization advanced eastward to the borders of Clayton, and in 1962 the City of Concord annexed a subdivision adjacent to Clayton. Clayton residents concerned "Cherry Stem" annexations and potential strip zoning to commercial designations , and anxious to preserve the rural-residential character of their community, banded to oppose a possible annexation. In 1964, by a vote of 4 to 1, the incorporation of Clayton was approved.



PLANNING HISTORY OF CLAYTON

Prior to incorporation in 1964, there had been no long-range definition of Clayton's role in Contra Costa County and the greater Bay Area. After 1964 a preliminary General Plan was prepared for the City by Holland-Whittet, Planning Consultants, defining a planning area similar to that covered by this plan. In addition the City of Concord had prepared a general plan study of the Clayton Valley including the City of Clayton. Both studies were completed in 1966.

In 1969 the city engaged Wilbur Smith and Associates to apply for 701 Planning Funds on behalf of the city and to prepare a complete general plan if the funds were secured. The application was accepted and approved, and a General Plan was prepared and eventually adopted on July 7, 1971. During the summer and fall of 1973, a committee composed of councilmen, planning commissioners and residents of the community complied with the newly enacted state law and recommended amendments to the original General Plan, which were adopted. These amendments made the General Plan Land Use Element consistent with the actual land use or zoning then in effect. Some parcels were also rezoned to comply with the General Plan. When this work was completed, both the Planning Commission and the City Council became concerned with the overall density of dwelling units within the planning area. The reasons for the concern were as follows:

- Plans for the east-west freeway which would carry Clayton-initiated traffic to the Bay or to the Pittsburg industrial area were abandoned in 1973.

- The Concord sewage collection system was overloaded and could not handle wet weather loads in certain areas.

- The southern by-pass route was abandoned by the County and the City of Concord, forcing additional traffic onto Clayton Road.

- The high densities shown on steep slopes in the 1971 plan were not consistent with Clayton's original policy of preserving the ridges and steep slopes.

- Further deterioration of air quality could be caused by higher densities.

- The approach to the planning area by the County differed from Clayton's approach.

Accordingly, in March and April of 1974 a General Plan Review Committee was established by the Mayor consisting of councilmen, planning commissioners, and other residents of the community. The charge given to this committee was to revise three elements of the General Plan: Land Use, Open Space and Circulation.

The area under study by the 1974 Committee included the Keller Ranch for which the City had, during that process, an active application for development. Inasmuch as the recommendations of the General Plan Review Committee of 1974 were expected, by the applicant as well as by the Council, to involve possible changes in land use for the Keller Ranch, the applicant asked which General Plan would govern. In response to this question, a meeting of representatives of Clayton and of the applicant, together with attorneys for both, was held in 1975. The result of this meeting was the agreement that, since the application had been accepted in 1974 under the 1971 plan, it should continue to be governed by the plan under which it had been accepted even though state law would have supported administration under the new plan (Ref. Gov. Code 65860).

The plan recommended by the 1974 committee was referred to the Planning Commission in 1976. Subequent to Planning Commission approval, it was approved by City Council Resolution 38-76 on November 17, 1976 (see map dated September 1976, on file at City Hall).

The 1976 General Plan contained substantial changes in the Land Use and Open Space Elements. Prominent among these was the designation of land above approximately the 600-foot contour elevation as Slope Conservation with a dwelling unit density of 0 to .1 units per net acre (see the 1971 Plan for comparison). Concern about slope stability, as well as the ability of the circulation system to handle traffic, prompted the decision to limit development. The 600-foot elevation as a boundary for land use designations was based upon 1) that the degree of slope in the Clayton Planning Area increases rapidly above that line, and 2) that generally, slope stability decreases as the land become more steep.

In mid 1978, the Keller Ranch was sold, and late in 1978, the Council, without a formal application for major development before the City, formed a new General Plan Review Committee to continue the review process begun in 1974. Again, a representative committee was appointed by the Mayor and directed to review the Plan for the planning area. The 1978 committee studied the plan approved in 1976, and motivated by the same concerns as the former committee, especially regarding slope stability and traffic circulation, submitted its recommendations to the Planning Commission early in 1979. Following approval by the Commission, the Council approved the 1979 General Plan in August of that year.

The 1979 recommendations with regard to land use were essentially the same as those of the 1974 committee (approved in 1976): a reduction in intensity of development, especially in elevations prone to slope instability, and a response to the mounting concern about the capacity of the circulation system to handle the increasing traffic. Thus, the 1979 Plan also showed development limited essentially to below the 600-foot elevation. A significant change in the 1979 General Plan was that land use decisions were presented in a table which identified the various areas in acreage, density ranges, and the range of numbers of dwelling units for each area. Thus, the ranges in the number of dwelling units planned could be readily determined for each designated area.

In 1984 the recommendation of the General Plan grew out of two types of concerns. The first consisted of natural factors and the second was related to Keller Ranch.

The natural factors included the following:

1. California had experienced one of its periodic wet periods. This had produced more landslides than are characteristic of the soils of this area. Road failures on Marsh Creek Road, Bailey Road, and Ygnacio Valley Road, increased awareness of the traffic circulation problems, present and potential.

2. In particular, landslides in the area of the Concord Boulevard Extension raised questions regarding the viability of Concord Boulevard as a future arterial for through traffic.

3. The failure of the oil pipeline above the Concord Boulevard Extension due to landslide had given rise to an engineering study which recommended that an alternative route be investigated.

4. Southern Pacific Pipeline Company had decided to remove their oil line through the hills in the regional park because of landslides.

5. Concord Boulevard was reviewed regarding potential earthquake fault movement.

The issues related to Keller Ranch were as follows:

1. In 1981 the County approved a General Plan Amendment for the Keller Ranch in response to a revised application for development. The number of dwelling units (a maximum of 1,400) planned for the Ranch was substantially higher than the 925 maximum planned by Clayton in 1979.

2. The Council, in response to an application for a more dense Keller development, approved a General Plan Amendment late in 1983 which would have allowed a maximum of 1,825 dwelling units. This amendment, which approximately doubled the maximum number of dwelling units permitted by the 1979 Plan for that property was referred to the voters under the California referendum process. After receiving the petition which was signed by 48.6% of the registered voters in Clayton, the Council reversed its decision and denied the amendment. Thus, the 1979 General Plan remained unchanged. During the referendum process, some residents and officials indicated the opinion, that while 1,825 units for the Ranch was too high, perhaps Clayton should restudy the 925 maximum number permitted under the 1979 Plan.

3. Portions of Clayton's Planning Area had not been previously studied in sufficient detail.

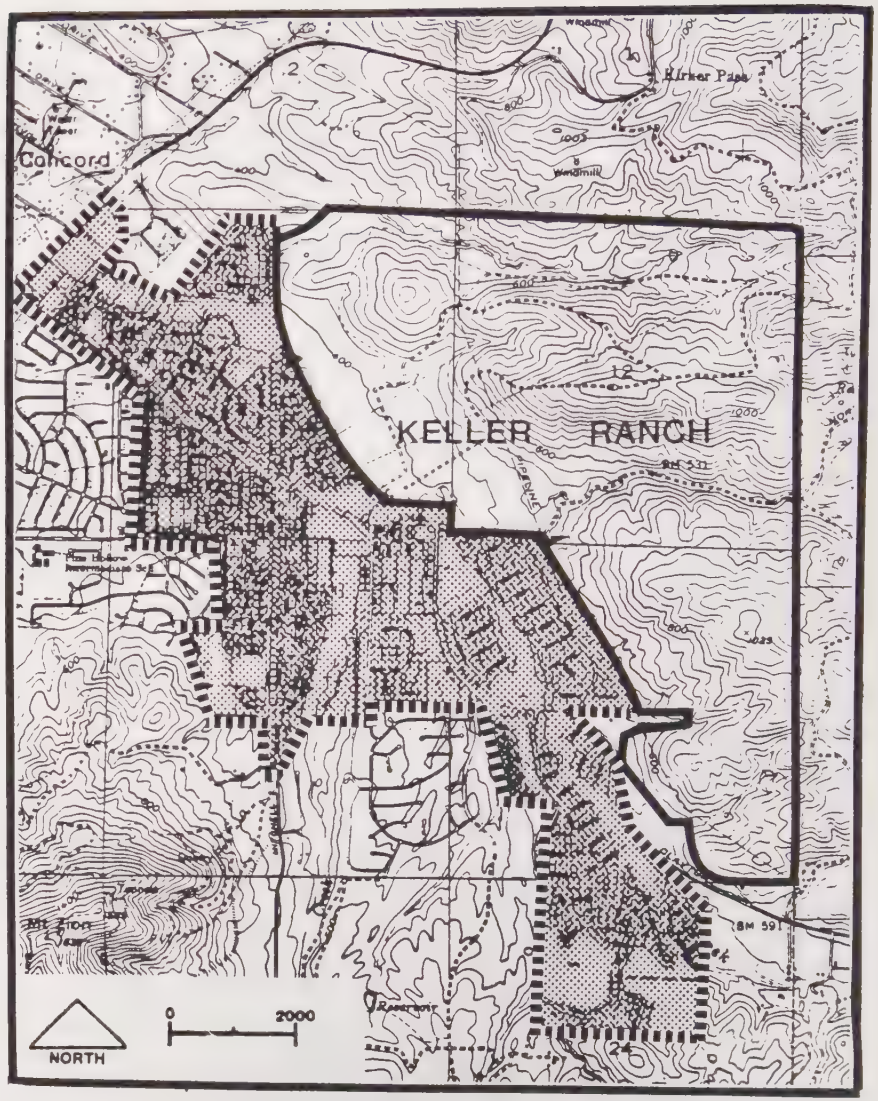


EXHIBIT I-5

POPULATION CHARACTERISTICS FOR THE CITY OF CLAYTON

Item	#	%
TOTAL POPULATION	4,235	
Under 18	1,442	27
Persons 18-61	2,698	64
Persons 62 or over	185	4
ETHNIC CHARACTERISTICS		
White	4,090	94.6
Non White	175	4.0
Hispanic	210	4.8
HOUSEHOLD CHARACTERISTIC	1,329	
Married	1,137	85.6
Married with Children	719	
Female Head with Children	31	
Non-Family Household	98	
Average Household Size	3.23	
EMPLOYMENT CHARACTERISTICS		
Total Employed	1,835	
Employed in Contra Costa	1,070	58
Work out of County	618	34
Work out of State	16	
Not Reported	146	
Drive Alone	1,391	76
Carpool	351	19
Public Transportation	162	9
Walk	21	1
Work at Home	44	2
TRAVEL TIME		
Less than 15 Minutes	259	15
15 to 30 Minutes	619	35
30 to 60 Minutes	519	29
Over 60 Minutes	385	22
OCCUPATION		
Executive	506	24
Professional	309	15
Technician	58	3
Sales	374	18
Administrative Support	340	16
Private Household	13	
Protective Service	55	3

Item	#	%
OCCUPATION (Cont)		
Service	138	7
Farming	19	
Precision Production	183	9
Machine Operators & Assem	58	3
Transportation	42	2
Handlers and Laborers	19	
INCOME		
Median Household Income	$35,067	
Median Family Income	35,851	
HOUSEHOLD INCOME		
$ 0 - $ 2,499	20	1
2,500 - 4,999	8	
5,000 - 7,499	6	
7,500 - 9,999	28	2
10,000 - 12,499	24	1
12,500 - 14,999	31	2
15,000 - 17,499	39	2
17,500 - 19,999	29	2
20,000 - 22,499	27	2
22,500 - 24,999	37	2
25,000 - 27,499	88	6
27,500 - 29,999	87	6
30,000 - 34,999	237	17
35,000 - 39,999	205	15
40,000 - 49,999	224	16
50,000 - 74,999	191	14
75,000 or More	48	3
Families below Poverty	20	1
Families below Poverty with Female Head of Household	14	1
SIZE OF UNITS		
1 Room	0	
2 Rooms	2	
3 Rooms	9	
4 Rooms	40	
5 Rooms	118	
6 or More Rooms	1,208	87%

Item	#	%
POPULATION BY TENURE		
Owner Occupied	4,059	93.8
Renter Occupied	266	6.2
Median Occupancy		3.23
HOUSING		
Total Units	1,377	
Type		
1 Detached	1,254	91
1 Attached	97	7
2	-	
3 or 4	8	
5 or More	13	
MH	4	
Year Built		
1980-1984*	(162)	
1979-1980	132	9
1975-1978	686	49
1970-1974	82	5
1960-1969	341	24
1950-1959	93	6
1940-1949	-	
Before 1939	42	3
Length of Occupancy		
1979-80	249	19
1975-1978	742	57
1970-1974	93	7
1960-1969	172	13
1950-1959	20	1
Before 1949	7	
Person's per Room in Households		
1:01 or Less Per Room	1,325	
1:o1-1:50	2	
1:51 or More	2	

* Source City of Clayton (4/80-12/84

Socio Economic Characteristics of Clayton

The population of the City of Clayton as of January 1, 1985 is 4,460 persons. Population in the unincorporated portions of the developed area within the Sphere of Influence is approximately an additional 2,100 persons. Potential population from the development of Keller Ranch and other vacant lands within the Sphere of Influence is estimated to be 1,800 units totalling 5,400 persons. It is easy to see that the description of the socio-economic characteristics of Clayton can vary significantly depending on the area of analysis. The issue is further complicated by the manner in which data for developed unincorporated areas is aggregated. The tract boundaries do not coincide with spheres of influence but with other criteria.

In this section figures will be provided for the area within City limits as defined by the 1980 census. Based on census and local data, the following statements can be made:

1. Population Growth. The population in the City of Clayton was 4,326 at the time of the census. It will be about 4,700 by 1986. An increase of 130% occurred between 1975 and 1980 compared with a projected increase of 3% between 1980 and 1986. Population within Clayton will depend on the availability of land and density.

There are 3 completed subdivision developments outside the City of Clayton but within the Sphere of Influence as follows:

Name	Units	Estimated Pop.*	Year Built
Dana Hills	502	1,506	1970-1979
Dana Ridge	84	252	1975-1979
Diablo Downs	25	75	1970-1984

* 3.3 persons per unit.

These subdivisions have been developed recently and their population can be considered similar to Clayton's though above Clayton's median income.

2. Family Characteristics. Size, age, children, marriage. The predominant population group of Clayton is families with adults over 30 and children under 18. Young adults 18-29 and seniors are in small percentage compared to the County.

3. Ethnic Characteristics. Caucasians comprised 95% of the City and unincorporated population in 1980 with minorities consisting of 3% Asians, 1% Black and 1% for all other races.

4. Seniors and Female Heads of Household. Traditionally, the two most common population groups needing improved housing conditions have been senior and female heads of households. These groups comprise the following number:

	Clayton	County
Seniors (60+)	5%	14%
Femand Heads of Households	5%	7%

5. Occupation and Location of Employment. Clayton has a high percentage of employed who work in Contra Costa County and drive alone. The predominate category is the executive, administrative and managerial category.

6. Income Characteristics. Median family income in 1980 census in Clayton was $35,067 compared to the County-wide average of $22,875. In 1984 the median income was in excess of $40,000 based on an average annual increase of 4%.

7. Housing Stock Features. The most common home in Clayton was built in the late 1970s. It is detached, has over 6 rooms and has been owner-occupied less than 10 years. About one-third of the community was built before 1970.

PUBLIC PARTICIPATION

The draft General Plan has been the product of two committees. The General Plan Committee was appointed to prepare the Land Use, Circulation, Safety, Open Space, Conservation, Community Design, Community Facilities and Noise Elements. The Housing Element Committee was established to prepare the Housing Element. Each committee had a series of work sessions open to the public. The hearing process will include extensive notice and maximum community participation is anticipated.

General Plan Review Committee

Membership

James Parsons, Chairman
Carolyn Bovat
Ann Hall
Kenneth Johnson
Barbara Kendall
Greg Manning
David Mason
Lou Norberg
Dennis Romano

Meeting Schedule

5/23/85	7/31/84	10/10/84
6/5/84	8/8/84	10/24/84
6/13/84	8/14/84	10/30/84
6/19/84	8/21/84	11/12/84
6/27/84	8/29/84	11/19/84
7/3/84	9/4/84	11/16/84
7/11/84	9/12/84	12/3/84
7/17/84	9/19/84	12/4/84
7/25/84	9/26/84	

Housing Element Committee

Membership

Philip Tinsley, Chairman
Julie Gilchrist
Gary Gum
Dan Kasper
Bill Renewanz
Jim Shacklett
Gloria Utley

Meeting Schedule

5/15/85	9/7/84	12/13/84
6/19/84	10/30/84	12/17/84
7/11/84	11/5/84	1/8/85
7/17/84	11/15/84	1/10/85
7/28/84	11/28/84	
8/12/84	12/6/84	

LAND USE ELEMENT

PREAMBLE TO THE GENERAL PLAN GOALS AND OBJECTIVES

GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

DENSITIES

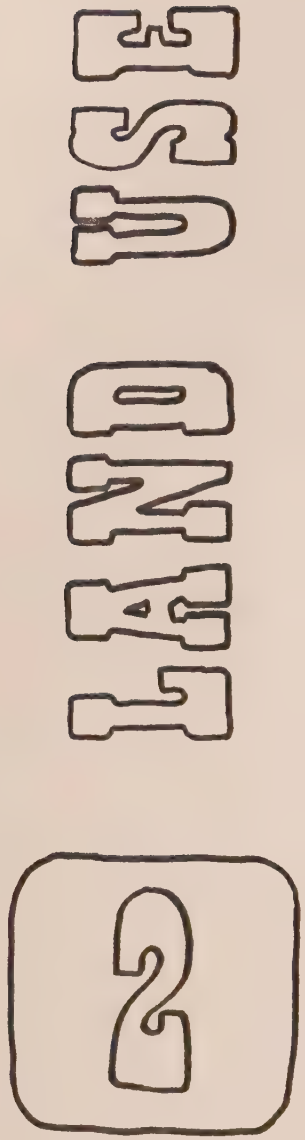
LAND USE SUMMARY

NEIGHBORHOOD DESCRIPTION

COMMERCIAL DESIGNATIONS

PUBLIC AND QUASI PUBLIC FACILITIES

ANNEXATION AND ULTIMATE BOUNDARY



PREAMBLE TO THE GENERAL PLAN GOALS AND OBJECTIVES

It is important to recognize that this General Plan describes the kind of city that Clayton intends to become. The Plan is the culmination of a legally defined process of citizen review, professional advice, public hearings, and adoption. The plan, subject to periodic review, is a living document which takes on meaning as it is translated into policies and regulatory ordinances.

When an amendment to the plan is considered, the proposed amendment must be considered in the context of the General Plan Goals and Objectives, and any such amendment must be shown to be consistent with them. These Goals and Objectives follow:

General Plan Goals

1. To maintain the rural character that has been the pride and distinction of Clayton.

2. To encourage a balance of housing types and densities consistent with the rural character of Clayton.

3. To preserve the natural features, ecology, and scenic vistas of the Clayton area.

4. To control development through appropriate zoning, subdivision regulations and code enforcement.

5. To provide a comprehensive, integrated, greenbelt system, which includes bicycle, equestrian, and walking paths and is connected to regional systems.

6. To encourage a pedestrian-oriented community with areas of open space and recreational facilities for public use.

7. To enhance the sense of identity and pride in and to encourage historical awareness of Clayton.

8. To ensure an adequate commercial tax base for Clayton.

9. To create and maintain an attractive Town Center area and to make it the commercial, civic, and cultural focus for the community.

CLAYTON CITY HALL

LAND USE ELEMENT

Goal

To provide a mixture of land uses that responds to needs of the City of Clayton to the year 2000.

Residential

Objective 1

To retain the rural character of Clayton through a predominance of single-family, low-density residential development in conjunction with adjacent parks and open space.

Policies

1a Establish density designations based on terrain, circulation, adjacent uses and area characteristics.

1b Identify a variety of densities, which decrease as slope increases.

1c Permit limited high-density areas.

1c Preserve designated historic structures and open space areas by allowing establishment of Bed-and-Breakfast facilities in areas designated residential subject to PUD approval

Objective 2

To preserve the natural beauty and the feeling of openess in the community by preserving ridgelines and limiting development in the hills.

Policies

2a Use a Resource Management/Conservation designation to prevent deterioration of scenic or sensitive areas.

2b Promote mitigation measures that maintain the aesthetic quality of the hills in transition areas.

Objective 3

To establish boundaries for the City of Clayton that follow standard principles of urban design and municipal development.

Policies

3a Promote annexation of all land area within the City's Sphere of Influence,provided there is no drain on current City resources.

3b Encourage Contra Costa County to follow the example of Santa Clara County and other progressive counties in establishing policies supporting city annexation within spheres.

Commercial

Objective 4

To plan for and promote adequate commercial facilities to serve the needs of Clayton residents.

Policies

4a Expand the commercial tax base in appropriate areas.

4b Maintain the Town Center and the commercial area of Kirker Pass as the sole areas for commercial development.

4c Require a master development plan for combinations of parcels where appropriate.

Objective 5

To prevent strip development and other inappropriate commercial uses.

Policies

5a Review commercial development to ensure compatibility with surrounding uses and the environmental setting.

5b Provide strict control of nuisance characteristics of uses.

Major Developments

Objective 6

To promote development of the Keller Ranch within Clayton (See Appendix A).

Policies

6a Require a design constraints analysis prior to Keller Ranch development.

6b Review the design for Keller Ranch as a whole rather than a piecemeal process.

6c Incorporate or promote adoption of all reasonable mitigation measures for Keller Ranch development whether in the City of Clayton or in another jurisdiction.

Implementation Measures

1. Establish Land Use Plan, Zoning Map and other base maps on a 600:1 base.

2. Establish development standards and procedures for new development.

3. Incorporate goals and objectives into a Land Use Map and Zoning Map.

4. Review Zoning Ordinance for consistency with revised General Plan.

5. All major developments shall provide a scale model of future development for Planning Commission and City Council review.

6. Maintain a list of densities and map designations of residential densities.

DENSITIES

The General Plan map indicates application, location, extent, type and density of development. Designations provide assurance of city policy and guidance to homeowners, landowners and developers.

There are 8 designations. The acreages are based on the legal or gross acreage of the parcel. Maximum density cannot be guaranteed but density will fall within a range due to differences in sites.

Slope Conservation (0 to .1 Units Per Acre)

This is the primary designation for the areas east and southeast of Clayton. Density limitation is due to the steepness of the terrain. Development should be limited to isolated farm houses or cluster development. Areas designated Resource Management Conservation will be restricted from development; their density may be transferred, however.

Rural Estate (.2 to 1.0 Units Per Acre)

This density range is intended for single-family estates, or horse set-ups on individual lots of an acre or more. This type of development may provide for private stables and corrals with access to greenbelts and equestrian facilities.

Low Density (1.1 to 3 Units Per Acre)

This density range is intended for development of single-family houses on lots that range between 15,000 and 40,000 square feet primarily in areas with septic tanks.

Medium Density (3.1 to 5 Units Per Acre)

This density is intended for planned unit development and single-family subdivisions.

High Density (5.1 to 7.5 Units Per Acre)

This designation is an urban single-family density that will permit patio homes, zero lot line and cluster homes in a PUD development.

Multifamily Low Density (7.6-10 Units Per Acre)

This designation is intended for cluster units such as townhouses, garden units, and other types of PUDs that provide a development with amenities to balance the increased density. This density must be adequately buffered from single-family and estate development.

Multifamily Medium Density (10.1 to 15 Units Per Acre)

This designation is intended for multifamily units located where the site area, circulation system and other features can comfortably accommodate increased density. Development within this density shall be required to use a P.U.D. concept and standards with incorporation of significant design and amenity in the project.

Institutional Density

This designation is intended for development of various forms of elderly housing under sponsorship of public or quasi public agencies. The density of elderly projects is not always equivalent to standard concepts of density; therefore, no density is specified. Group dining, limited vehicles, medicine-dispersing services and other characteristics make this form of housing unique. Senior projects must be submitted as planned developments and will have to be reviewed for site limitations including density on a case-by-case basis. It is assumed that densities can exceed 15 units per acre when possible impacts can be mitigated.

LAND USE SUMMARY TABLE

CURRENT ZONING	CLAYTON "2000" CONVERSION	EXISTING CLAYTON		UNINCORPORATED DEVELOPED		UNINCORPORATED UNDEVELOPED	
		ACREAGE	DENSITY	ACREAGE	DENSITY	ACREAGE	DENSITY
R-12	LOW DENSITY	263	597	179	503	203	174-569*
R-15	LOW DENSITY	69	150				
R-20	LOW DENSITY	14	25				
PUD/LOW	LOW DENSITY	269	519				
PUD/MED	MED. DENSITY	Ø	Ø			155	468-760
PUD/HIGH	HIGH DENSITY	35	174	23	84	24	120-165
PAO/KC	COMMERCIAL/KC	20	4				
PAO/TC	TC COML/RES	3	4				
L-C/TC	TC COML/RES	15	Ø			(24**)	
R-40-H/ VACANT/ OPEN SPACE	RURAL EST./ SLOPE CONSV./ OPEN SPACE	170	57	87±	36±	885	13-174
	MFL	Ø	Ø			10	75- 99
	MFM	Ø	Ø			Ø	Ø
ARTERIALS		36	Ø	N/A	N/A		
COUNTY	STUDY AREA					100	STUDY
	TOTALS:	894	1522	289	623	1377	850-1767***

* Regency Meadows approved for 96 units in County.
** Community Facilities/Commercial - Keller Ranch; Not included in total acreage.
*** Maximum Density for Keller Ranch 1486.

DENSITY DESCRIPTIONS	
SL CON OPEN SPACE	(Slope Conservation 0 - .1 Units per acre)
RUR EST	(Rural Estate .2 - 1.0 Units per acre)
LOW DEN	(Low Density 1.1 - 3 Units per acre)
MED DEN	(Medium Density 3.1 - 5 Units per acre)
HIGH DEN	(5.1 - 7.5 Units per acre)
MFL	(Multifamily Low Density, 7.6 - 10 Units per acre)
MFM	(Multifamily Medium Density 10.1-15 Units per acre)
COML/RES	Multiple Use where both commercial and residential are permitted.
TC	Town Center
KC	Kirker Corridor

NEIGHBORHOOD DESCRIPTION

The extent of identification of Clayton residents with their City and their neighborhoods is very strong. Most identification is based on subdivision names provided by the developer, including Easley Estates, Regency Woods, Silvercreek, Jeffry Ranch, Southbrook, Glen Almond, Marsh Creek Park Villas, Briarwood, Mitchell Canyon Estates, Dana Hills and Diablo Downs.

Old town is an identification that does not refer to a specific geographical area but generally to development of individual custom homes prior to incorporation.

The term neighborhood has different meanings depending upon the geographical region. In large cities a neighborhood may be 40,000 people in size and include full commercial, industrial and institutional autonomy. In other areas a neighborhood may be a series of blocks bound by geographical landmarks or ethnic characterictics. The Census Bureau combines census tracts in rectangular patterns based on numerical ranges and physically defines areas by roadways and city limits.

In Clayton the term neighborhood is used for subdivisions. The uniting factors among neighborhoods is the period of construction, the style of housing, the price range of housing and common circulation and land use issues. There does not appear to be any significant distinguishing features among the neighborhoods except location.

Due to the size and character of the City, there is no need for neighborhood analysis or programs for specific neighborhood improvement. Neighborhoods as described above are indicated in Exhibit II-4.

COMMERCIAL DESIGNATIONS

In the 1979 General Plan there were three commercial designations, Town Center, convenience and office. In this revision the commercial designations have been changed to the following: Town Center, Kirker Corridor and Convenience Commercial.

Town Center

This designation is located in the center of the City of Clayton which has been a historical commercial center since Clayton's inception.

Uses

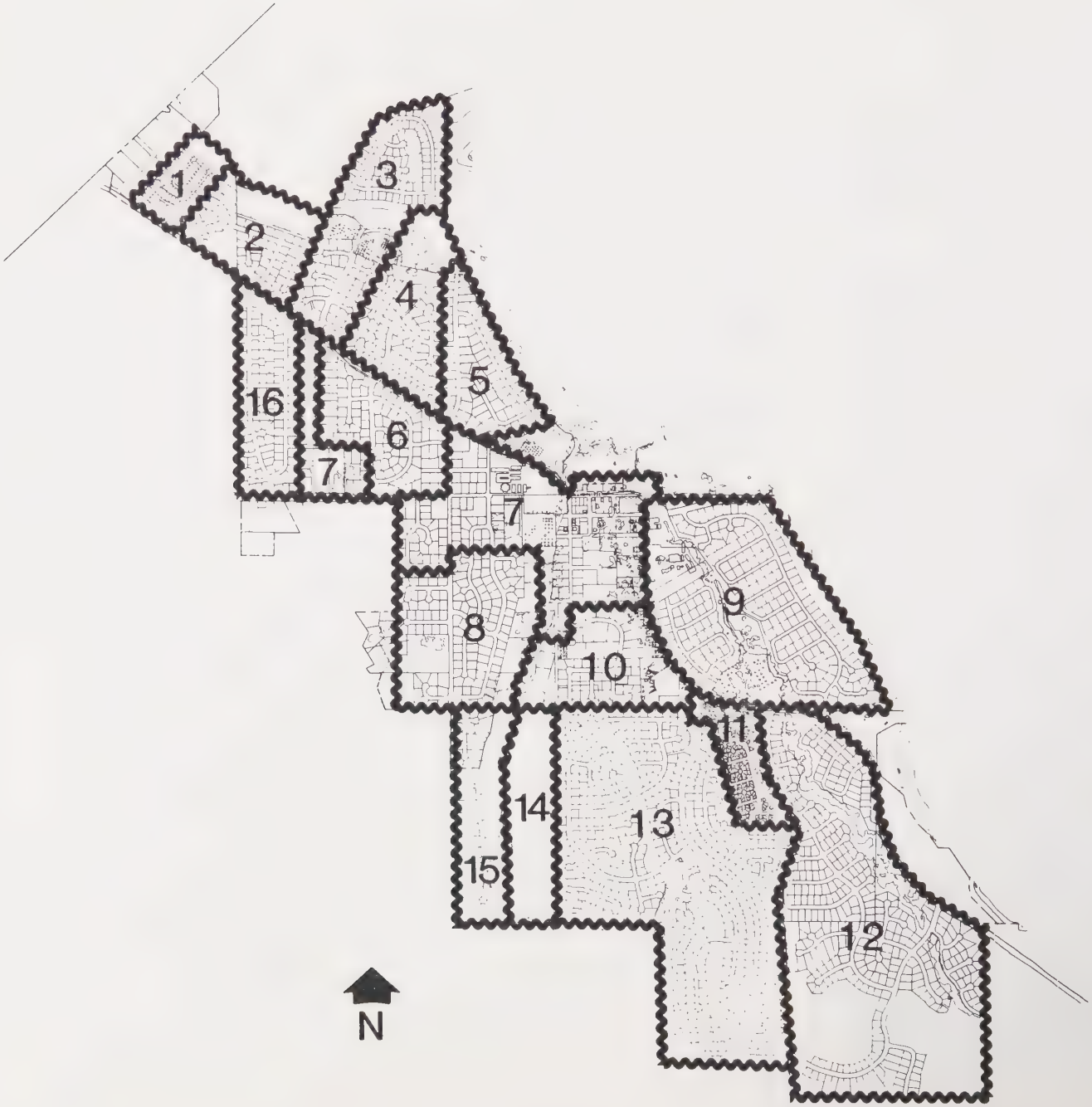
The uses permitted within this designation shall include retail sales establishments for antiques, art, auto parts, books, bicycles, business equipment, clothing, flowers, hardware, hobby and craft, home furnishings, jewelry, music, nursery, liquor, records, sporting goods, toys, winery sales and similar products. Retail service establishments shall include animal grooming, appliance repair, bar, blue printing, cafe, exercise gym, gardening, home furnishing, period style hotel, photography studio, restaurant, saddlery, shoe repair, television repair, and similiar establishments.

Offices shall include answering services, business and professional, engineering, financial institution, medical or dental, public and quasi public, veterinarian, and related offices.

Assembly uses shall include art studios, business schools, meeting halls, schools of physical instruction and similar facilities.

Exhibit II-2

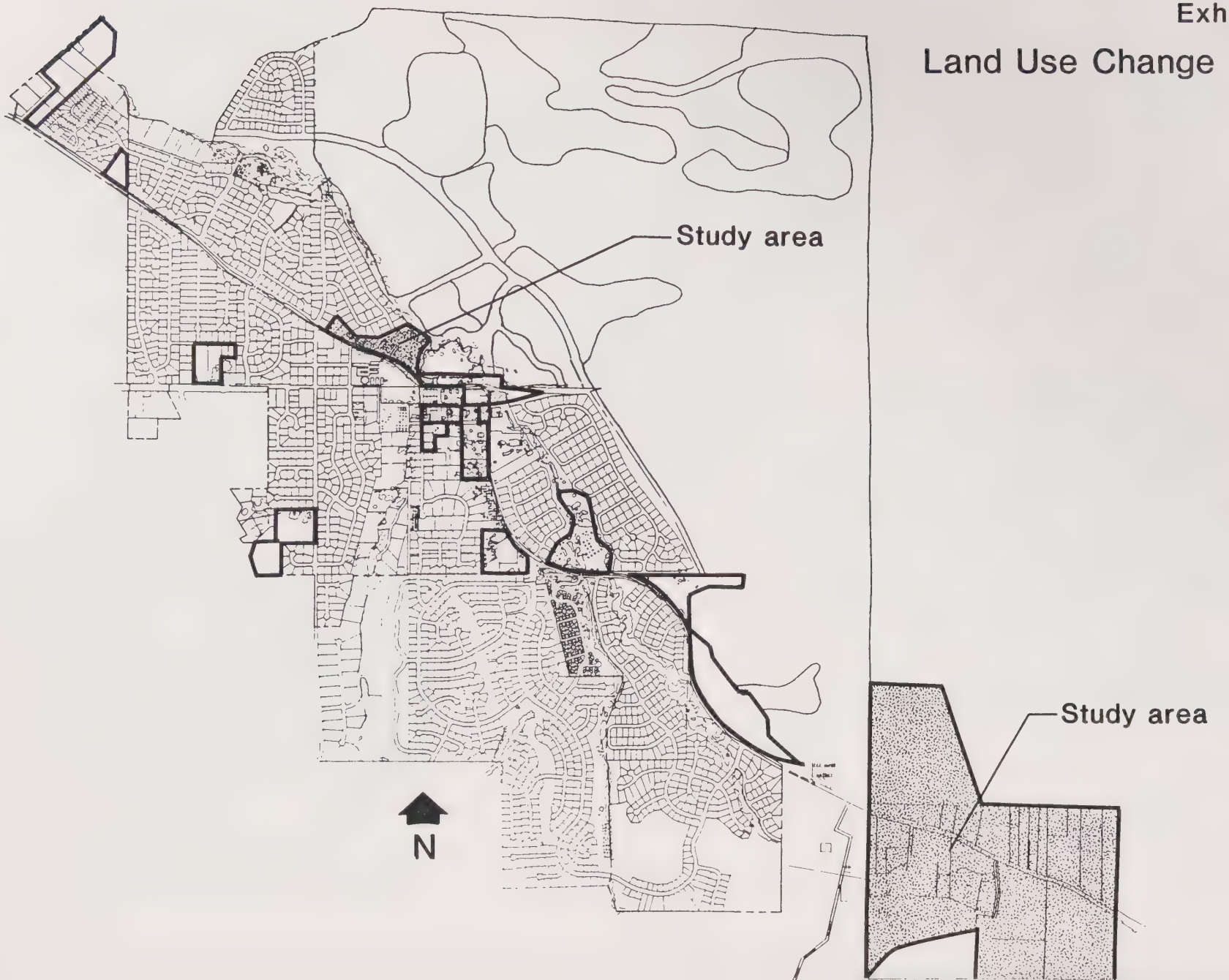
Neighborhoods



1. Westwood
2. Southbrook
3. Silver Creek
4. Clayton Greens
5. Glen Almond
6. Jeffry Ranch
7. Old Town
8. Mitchell Canyon Estates
9. Briarwood
10. Easley Estates
11. Marsh Creek Park Villas
12. Regency Woods
13. Dana Hills
14. Dana Ridge
15. Diablo Downs
16. Yosemite Circle

Exhibit II-3

Land Use Change Areas



ANNEXATION AND ULTIMATE BOUNDARY

The City of Clayton will never rival Concord or Walnut Creek in size; however, as does any city, Clayton wishes to have control over those areas that demand services, that make up its urban form, that affect its livelihood and that help create an efficient unit of government services. It is therefore the policy of the City of Clayton to annex all land within its Sphere of Influence and to promote development of land in the City of Clayton. Cities across America have consistently demanded control over development that directly affects their limits. Most of the country recognizes the need for cities to be the predominant location of residential development, the standard-setter and the urban service provider. Many counties in California have accepted this concept.

Support for the concept of City development is included in the scale of community responsiveness to needs, efficiency and consistency of standard. It is no coincidence that so many unincorporated communities have recently chosen to incorporate.

There is no desire on the part of Clayton to change its Sphere of Influence at this time. The Sphere of Influence and Planning Area boundary should be reviewed at 5 year increments to determine whether expansion is warranted.

If development is proposed in the unsphered area north or east of Clayton, Clayton will request expansion of its Sphere at that time to the limits of its Planning Area.

The City of Clayton will be interested in any development along Marsh Creek Road between Clayton and Byron, due to the direct effect on traffic through the City. The effect on Clayton circulation should be considered in any County proposal.

PUBLIC AND QUASI PUBLIC FACILITIES

Such facilities presently include City Hall, Contra Costa County County Consolidated District Fire Station, Mount Diablo Elementary School.

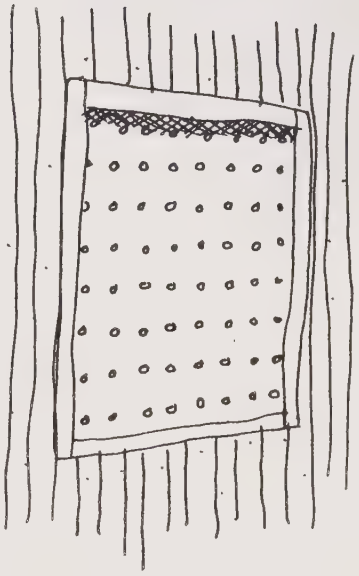
In the event that the fire station moves to another site the City of Clayton should make every effort to acquire the old facility for conversion to library and community center.

The other potential institutional facility is the seminary, although it has been used for non-congregational religious operations.

If new construction on the seminary site is proposed, a comprehensive architectural redesign of the facility should be considered. The purpose of such a redesign would be to bring the architecture into harmony with its setting. Specific uses can vary from a private school to facility for a public agency to a care home for elderly. Any proposal will be considered in terms of the potential effect on the surrounding residential area.

New public facilities should be located so that they will not intrude on residential areas. Where a public facility must be located adjacent to residences, all feasible mitigation measures shall be considered at a public hearing prior to approval.

OLD CLAYTON JAIL



JAIL WINDOW: PERFORATED BROILER PLATE

CIRCULATION ELEMENT

GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

CIRCULATION SETTING

EXISTING AND PROJECTED TRAFFIC LEVELS

AREA GROWTH

ROAD IMPROVEMENTS NECESSARY UPON DEVELOPMENT

CLAYTON STREET SYSTEM

ALTERNATIVE TRANSPORTATION MEASURES

CIRCULATION

Goal

To implement a circulation system which will preserve the atmosphere and unity of the area and which will assure adequate traffic capacity on major thoroughfares but will minimize through traffic in residential neighborhoods.

Objective 1

To reduce truck traffic through residential areas.

Policies

1a Designate truck routes in concert with Concord and Contra Costa County.

1b Develop truck routes with adequate setback and buffer.

Objective 2

To coordinate the increased use of Concord Boulevard with Concord to reduce traffic passing through the City of Clayton to Kirker Pass.

Policies

2a Direct through traffic onto arterials with appropriate street and intersection design.

2b Direct local traffic onto Marsh Creek Road, Center Street, Clayton Road and Concord Boulevard.

2c Discourage through traffic conflicts with Mt. Diablo Elementary School.

Objective 3

To continue the development of Concord Boulevard based on existing alignment but respecting geological hazards and limitations.

Policies

3a Investigate and remedy slide problem prior to extension of Concord Boulevard.

Objective 4

To plan an efficient network of streets and trails which will link all neighborhoods of the community and allow safety and economy of movement.

Policies

4a Establish connections between Clayton Road and Concord Boulevard via El Camino if study warrants.

4b Establish connection between Regency Drive and Mountaire Parkway if study warrants.

4c Provide greenbelt connections creating node linkages between trails.

4d Identify acceptable traffic service levels at key interchanges as a base for development analysis.

Objective 5

To provide mitigation for noise on arterials and truck routes with support for use of sound attenuation measures.

Policies

5a Permit sound walls on Mitchell Canyon Road subject to City approval for safety.

5b Review sound attenuation measures for development along Clayton Road, Concord Boulevard and Marsh Creek Road.

5c Require sound attenuation as part of Clayton Road expansion when warranted.

Objective 6

To provide alternative routes of circulation through the Town Center.

Policies

6a Review route alternatives.

6b Seek separation of local and through traffic.

6c Prepare cost and benefit analyses of alternative routes.

Objective 7

To enhance the City's system of pedestrian, equestrian and bicycling paths and trails.

Policies

7a Determine areas where greenbelt paths may need to be designed to separate equestrian, bicycle and pedestrian use.

7b Identify pedestrian routes to school from different neighborhoods to make sure a safe route exists.

7c Provide information concerning the greenbelt system and safe route system in the form of maps and street signs.

7e Coordinate trails with other jurisdictions such as EBRPD, the State Department of Parks and Recreation, Contra Costa County and Concord.

Objective 8

To cooperate with Concord and Contra Costa County in design of the Regional Traffic System.

Policies

8a Support the request of Concord to split Clayton traffic between Concord Boulevard and Clayton Road to the extent feasible upon completion of Concord Boulevard.

8b Communicate with Contra Costa County regarding any action that will affect traffic on Marsh Creek Road in Clayton.

Objective 9

Establish a priority system to upgrade existing City streets to a City standard.

Policies

9a Require developers to construct all streets within a development and to contribute an equitable share of the improvements of other streets serving the development.

9b Seek State and County support for development and improvement of through-traffic arterials.

9c Provide systematic upgrade of streets and roads to applicable standards.

Objective 10

To support the establishment and expansion of public transit and carpools.

Policies

10a Participate in County-wide and area carpool/ van pool programs.

10b Assist in location of permanent and temporary park and ride locations.

10c Provide free City application processing for park and ride lots on vacant parcels.

Implementation Measures

1. Prepare cost and benefit analysis of Town Center route alternatives.

2. Prepare a safe route to school map which is integrated into the circulation plan.

3. Establish a sign program for the greenbelt trail system.

4. Provide an analysis of roads in Clayton and establish a continuing infrastructure improvement program.

5. Identify potential park and ride lots.

6. Determine roadway construction standards.

7. Develop street standards for grade and section.

8. Encourage development of bus pullouts, shelters and benches.

9. Review off-site circulation needs and fee structure to adequately mitigate the effect of new developments.

10. Support discussions with Concord regarding off-site mitigation, fees and standards in Concord.

11. Identify emergency crossing and pedestrian access crossings to the Silver Creek II area.

Circulation Setting

The City of Clayton is situated in a regional circulation system indicated in Exhibit III-1. In the regional context the arterials in the Clayton area are Ygnacio Valley-Kirker Pass Road and Clayton Road. These roads carry most of the commute traffic from east Concord and the Clayton area to Interstate Route 680 and State Route 24 for destinations in downtown Concord, Walnut Creek, Martinez, Pittsburg, Antioch, Alameda County and San Francisco. Concord Boulevard also serves to carry commute traffic, but does so for lower volumes. At present Concord Boulevard south of Kirker Pass Road is a dead-end street that carries traffic from Concord and Clayton developments but does not connect to Marsh Creek Road. All previous plans have called for the connection, and Clayton's internal system has been designed for this ultimate connection.

Clayton Road carries traffic to downtown Clayton from State Route 24 in Concord. Marsh Creek Road carries traffic to Clayton from residential developments and ranches to the east between Clayton and Brentwood. Marsh Creek Road is primarily a rural facility. Clayton and Marsh Creek Roads meet in the Town Center where they are connected by Main Street.

Other important roads in Clayton are Pine Hollow and Mitchell Canyon. Pine Hollow Road is a two-lane residential street that has been widened to four lanes to serve new subdivisions. It often serves as a bypass to the Ygnacio Valley-Clayton Road intersection, a use the City of Clayton would prefer to discourage because the road is not designed for such use and because heavy bypass traffic would adversely affect a large number of residents whose properties front directly only the road. Mitchell Canyon Road carries heavy truck traffic to and from the local quarries at times. The number of tandem gravel trucks travelling on Mitchell Canyon Road and Clayton and Pine Hollow Roads depends upon the amount and location of construction activities in the surrounding areas and time of year. Truck travel is greatest during the dry season.

Capacity Terms

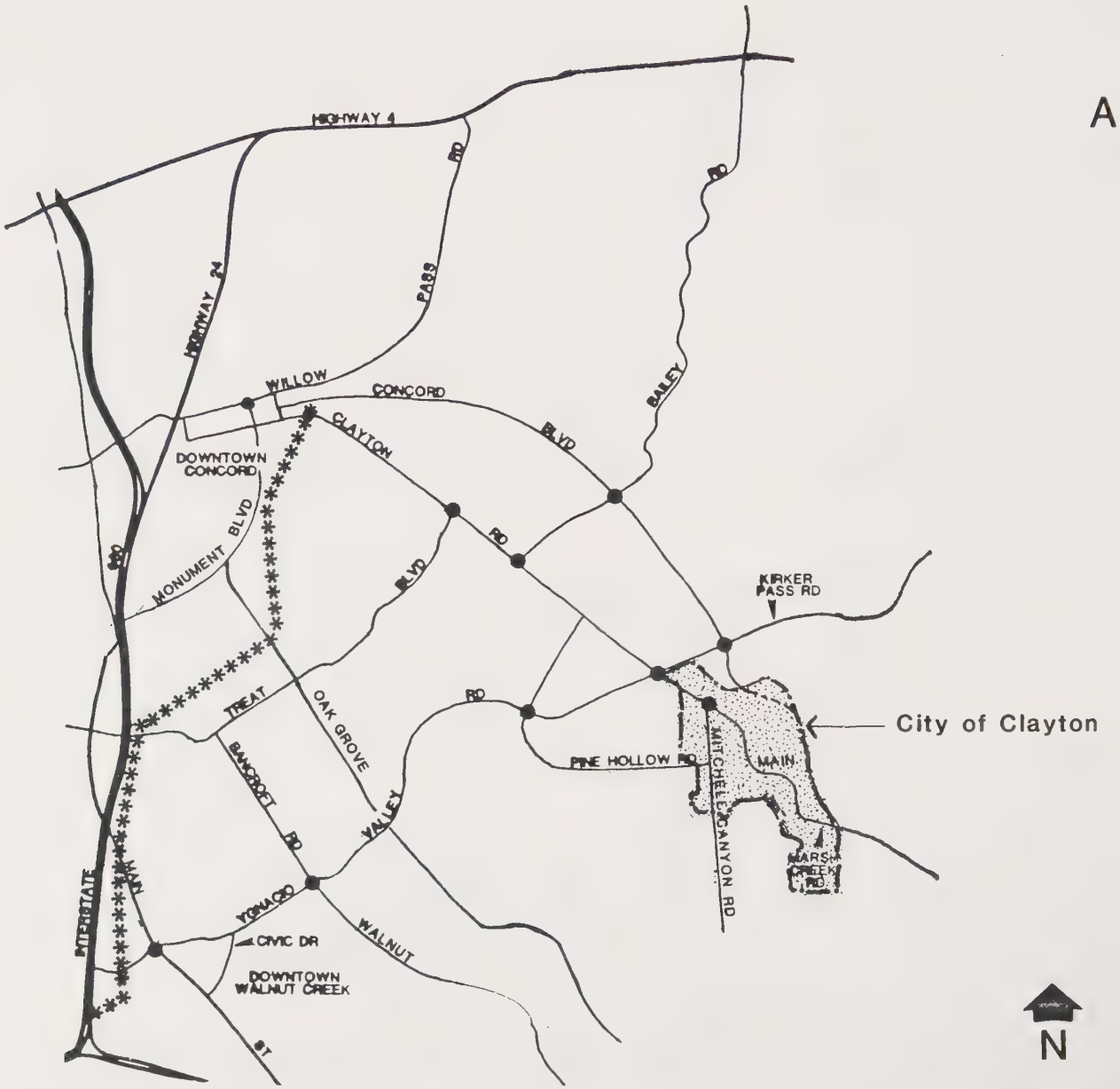
Discussion of traffic capacity is an indication of how well the circulation system serves area land use. The four common measures of traffic efficiency are as follows:

a. Average Daily Trips - This measures either the vehicle trips generated per residence (10-15 depending on the size of unit) or the number of cars passing over a stretch of roadway during a certain period of time.

b. Peak-Hour Trips - This measures the number of cars passing per hour and normally representing the worst case on a roadway. Afternoon peak hour (4:00-6:00) appears to be the heaviest usage of the area's circulation system. Morning peak hour (6:30-8:30) is approaching the same level of volume. The peak hour normally carries 10% of daily volume. If the Clayton peak hour proportion is extended to the entire commute hours of 6:30 to 9:00 a.m. and 4:00 to 6:30 p.m., over 30% of the daily usage will be accounted for leaving 70% of the traffic dispersed over 19 hours. The capacity of system is judged by peak response. In transportation planning the expansion of the peak period or dispersal of peak traffic is sought to improve system function at capacity. Reduction of peak commute hours through work staggering and flex-time will allow more efficient use of the road systems. Otherwise costly methods of road expansion and improvement of flow become necessary.

Exhibit III-1

Areawide Circulation Patterns



The non-system alternatives are to tolerate increased commute periods and delays or prevent additional development.

c. Intersection level of service measure is identified in the table below:

Level of Service	Average Delay Seconds per Vehicle
A	0.0-16.0
B	16.1-22.0
C	22.1-28.0
D	28.1-35.0
E	35.1-40.0
F	40.1 or greater

Level of service is based on amount of delay experienced by vehicles that pass through an intersection. The number is determined by calculating the average delay experience by all the vehicles in a 24-hour period.

As the average delay increases, it is easy to envision delay of several minutes at each intersection during peak commute hours.

d. Street capacity measure can be described in two ways. The first is the physical capacity of a street, which means the ability of a street to carry a certain number of vehicles per hour. A standard two-lane road for instance is considered to have the capacity of 1000 vehicles per hour. Such a capacity is limited by driveways, left turns, stop signs and cross traffic. Capacities are identified for the following roads:

Street	Size	Vehicles Maximum Cars Per Hour
Concord Boulevard	2 lanes	1000 - 1200
Concord Boulevard	4 lanes	2500 - 3000
Clayton Road	2 lanes	1100 - 1300
Pine Hollow Road	2 lanes	1000 - 1200

In contrast to the physical capacity of the street, a capacity index is used as a relative index tied to the level of service. The level of highest acceptable delay is considered to be 100% of capacity. This is not the physical capacity but acceptable capacity. Levels of service higher than 100% indicate street usage at levels in excess of acceptable capacity. In larger metropolitan areas gradual acceptance of longer delays by commuters has been a documented phenomena.

Existing and Projected Traffic Levels

Traffic data used in this plan is based on data generated for the Keller EIR's and other sources as noted. Keller data was prepared by D. K. Goodrich and included information supplied by the cities of Walnut Creek and Concord. The data reflects existing traffic conditions (9/19/83) and projections for new development. Primary anticipated development will be on Keller Ranch, however, smaller projects such as Regency Meadows and infill sites are also included in the tabulation. The data in Exhibit III-2a assumes that Keller will develop 1,825 units with a total of 190,000 square feet of commercial development, 60,000 square feet of office space and 500 infill units. A previous set of projections indicated in Exhibit III-2b assumed 2,016 units to be developed on Keller Ranch with 728,000 square feet of commercial space, 120,000 square feet of office space and 712 infill units.

Exhibit III-2a indicates the most recent peak traffic levels based on projected growth while Exhibit III-2b identifies peak traffic levels based on high growth assumptions. The General Plan numbers adopted 7/85 for Keller Ranch and Clayton fall below those identified in Figure III-2A as the table below indicates.

Keller Ranch Residential	- 744 to 1486 Units
Commercial Retail Dev.	- 190,000 Square Feet
Office Dev.	- 60,000 Square Feet
Residential Infill	- 100 to 645 Units

Since circulation is a primary concern related to development in Clayton, additional traffic studies will be required to update previous information and facilitate determination of mitigation.

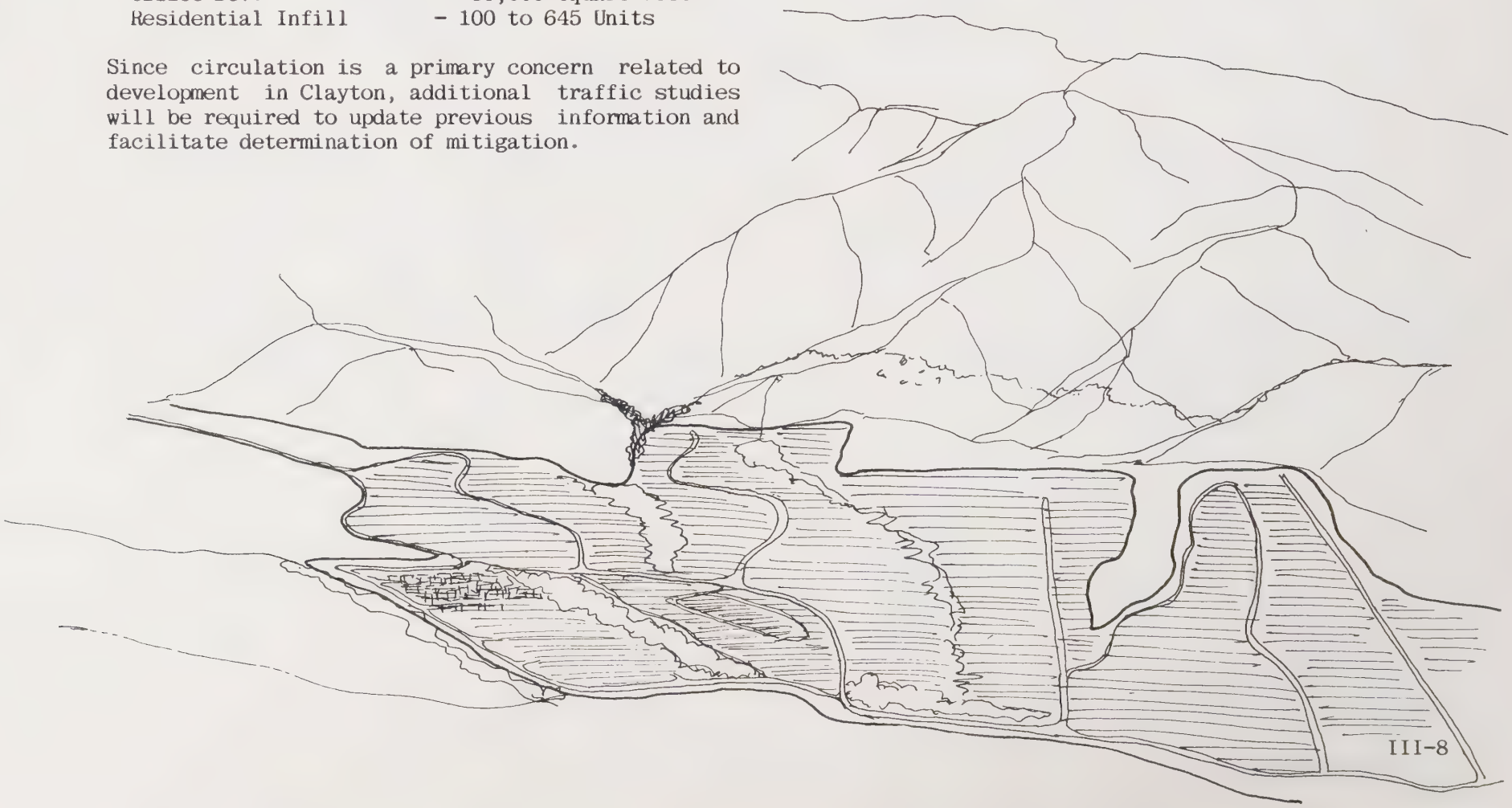
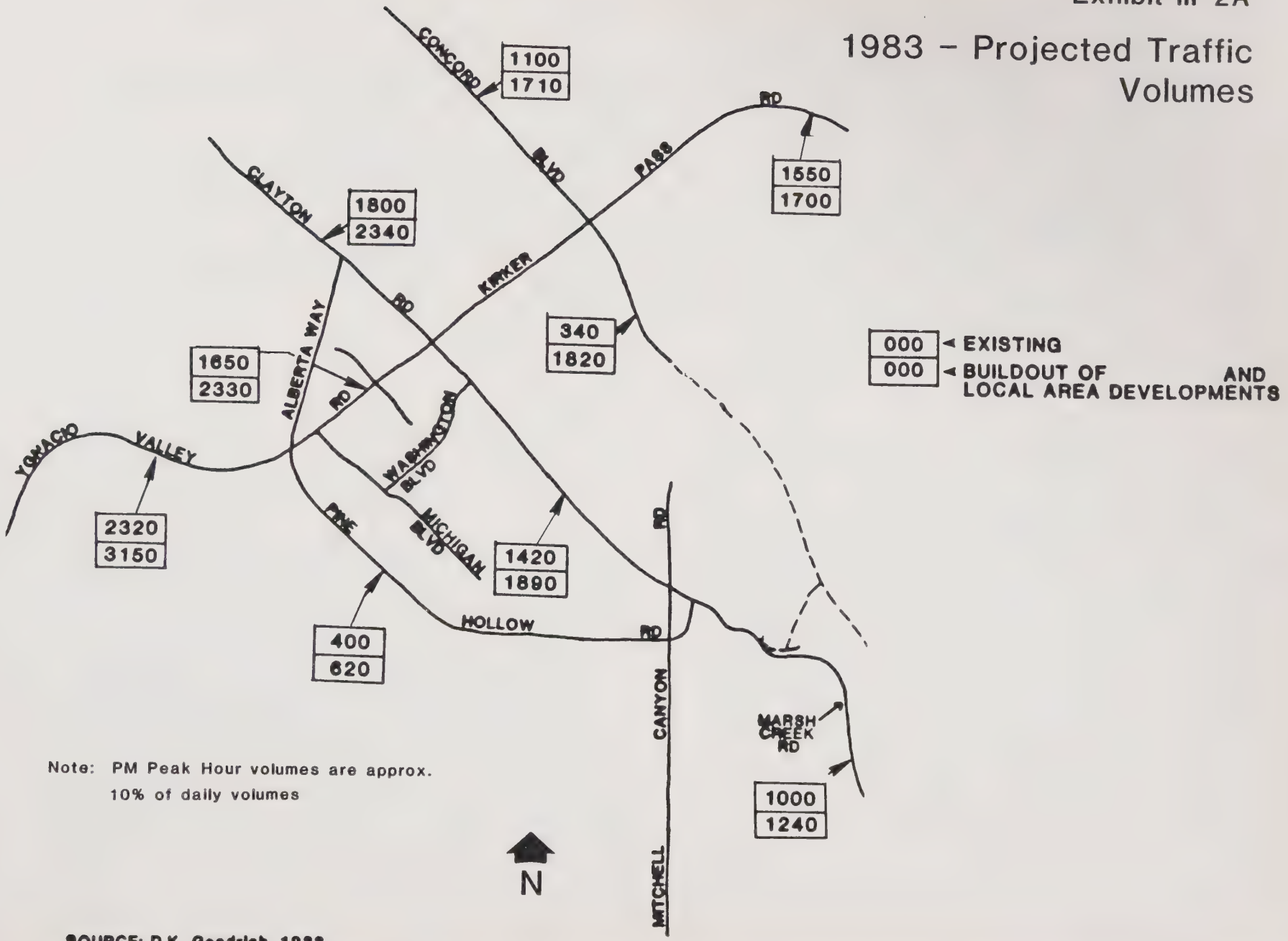


Exhibit III-2A

1983 - Projected Traffic Volumes

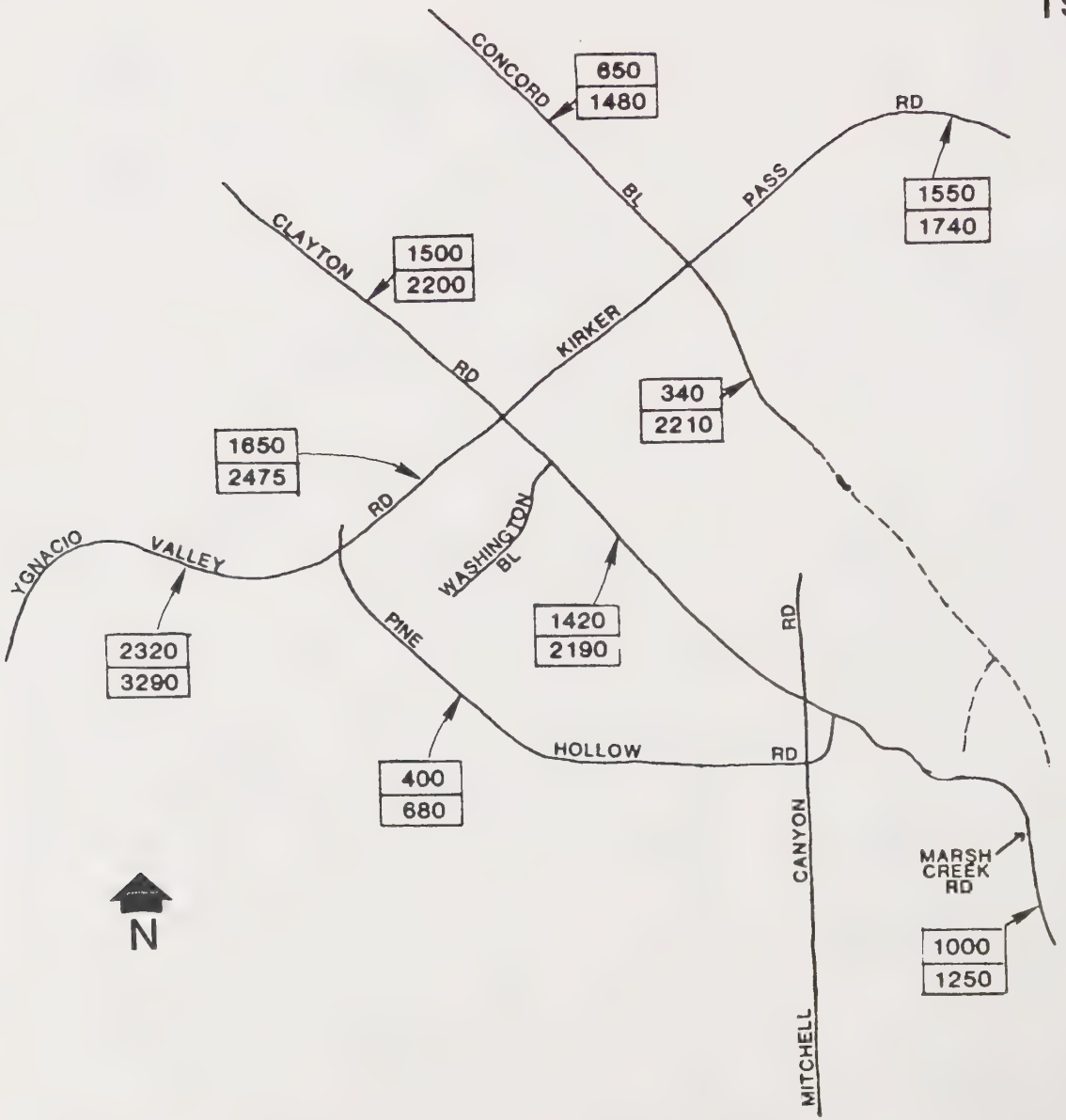


Note: PM Peak Hour volumes are approx.
10% of daily volumes

SOURCE: D.K. Goodrich, 1983.
City of Concord.
City of Walnut Creek.

Exhibit III-2B

1980 - Projected Traffic Volumes



P.M. PEAK HOUR VOLUMES ARE APPROXIMATELY 10% OF DAILY VOLUMES

SOURCE: D.K. Goodrich, 1980.

Area Growth

Clayton's development is minor when taken in the context of subregional development. Since January, 1983, a total of 153 new homes have been built in Clayton (1/83-12/84), about 6 homes per month. This represents an 11% incease in the number of homes in Clayton and consequently an 11% increase in the number of current vehicles trips in Clayton. Clayton has cut back on projected growth several times since incorporation, due to circulation and other issues. Presently Clayton's employment-generating development and commercial development is very low. The residential development identified represents 20-year total build-out. It should be noted that the ABAG needs assessment indicates 710 units are needed by 1990, and it is not possible to meet this goal within the present City limits without severe environmental shortcomings.

In contrast the initial findings of the Interstate 680 and Interstate 580 Corridor Study (10/84) include the following points:

1. By the year 2000, the 45,000 new households are anticipated in East County.

2. Employment in the Central Contra Costa County is expected to increase by 63,000 new jobs.

3. The largest projected increase in commute trips will be out of the east Contra Costa County area travelling southbound through Central Contra Costa County. Commuters from Pittsburg-Antioch area are likely to use arterials such as Kirker Pass Road.

4. A monitoring system should be developed to track study area development proposals and their status.

5. Cities and counties should require major developments to provide for short-term transportation mitigation measures to decrease the immediate need for additional improvements.

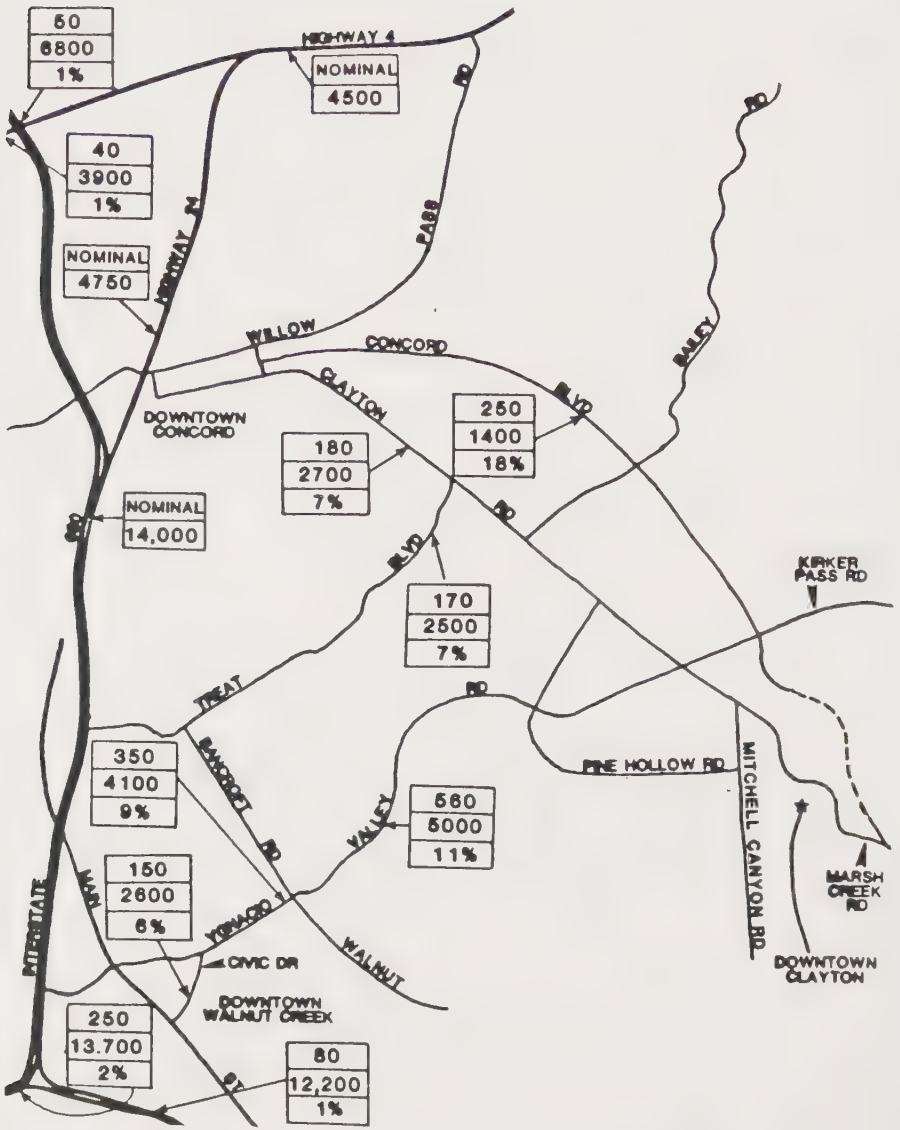
6. The separation of job location in Central County and residential development in East County will promote long-distance commuting, increase highway travel and increase facility improvement needs.

Based on these points it appears Clayton is caught between major employment development in Central County and major residential development in East County. The residents of Clayton are extremely concerned over the changes that have occurred in area traffic. Exhibit III-3 indicates the projected addition of Clayton traffic upon existing area roadways. It does not include additional traffic due to actions in other jurisdictions.

Clayton is willing to participate in regional solutions that include analysis of factors such as employment generation, land cost, transportation system improvement, encouragement of alternatives to the single-vehicle-occupant commuter, land use, and the respective roles of area communities in the problem.

Exhibit III-3

Traffic Contributions



00 KELLER
00 EXISTING
00% % INCREASE DUE TO KELLER TRAFFIC

SOURCE: D.K. Goodrich, 1983.
City of Concord.
City of Walnut Creek.

Road Improvements Necessary Upon Development

The greatest impact of new development is the effect of traffic upon service levels would be during the p.m. peak-hour traffic flow between 4:00 and 6:00 p.m. daily. Congestion would increase between 6:00 and 8:30 a.m. but to a lesser peak.

Exhibit III-4 indicates the level of service and capacity index for area intersections under existing conditions and upon buildout. This does not include new developments within other jurisdictions. Without adequate mitigation it appears that unacceptable intersection deterioration can be anticipated at area intersections. In 1981 the City of Clayton adopted a resolution which established a city policy for the collection of off-site arterials/street improvement fees from new residential development.

Design Improvements

Intersection details and EIR mitigation measures are not normally considered in the text of the General Plan. However, the importance of circulation and design in consideration of city buildout prompts inclusion. Resolution of design details will occur at the project level.

The following improvement measures are included in the Keller Ranch EIR (1983) in order to improve area traffic flow. The measures are intended to maintain a level of service of D or better at all signalized intersection and mid-block roadway segments.

a. Improve Clayton Road between Kirker Pass Road and Oak Street. This will require realigning and straightening, widening in some locations, providing turn lanes at all intersections, and providing signals where necessary. Sufficient right-of-way for four lanes with turn pockets, should it ultimately be necessary, should also be acquired.

b. Widen Concord Boulevard to four lanes between Kirker Pass and Bailey Roads. Figure 20 shows how lane requirements would change on local roadways, including Clayton Road and Concord Boulevard, in response to traffic produced following Keller Ranch development. This would require use of some existing frontage of homes lining Concord Boulevard. An alternative would be to provide an optional two-way left turn lane plus the two existing through lanes. This would separate the many turning vehicles from the through traffic flow.

c. Widen intersection approaches on Marsh Creek Road south of the Keller development and on Pine Hollow Road to provide room for turning lanes. This may require removal of minor amounts of landscaping on these approaches.

d. Widen and restripe intersection approaches (Exhibit III-5) to the intersection of Kirker Pass Road with Clayton Road and with Concord Boulevard, and of Clayton Road with Mitchell Canyon Road.

   The City of Concord has found that in addition to these improvements the intersection of Kirker Pass/Clayton Road will require a second, or dual, left turn lane to accommodate Clayton buildout traffic (Franzen).

e. Extend Concord Boulevard through the Keller Ranch site as a four-lane arterial with turning lanes at all points to its intersection with the Marsh Creek Road extension. Separate the intersections along Concord Boulevard by at

Exhibit III-4

Capacity Considerations

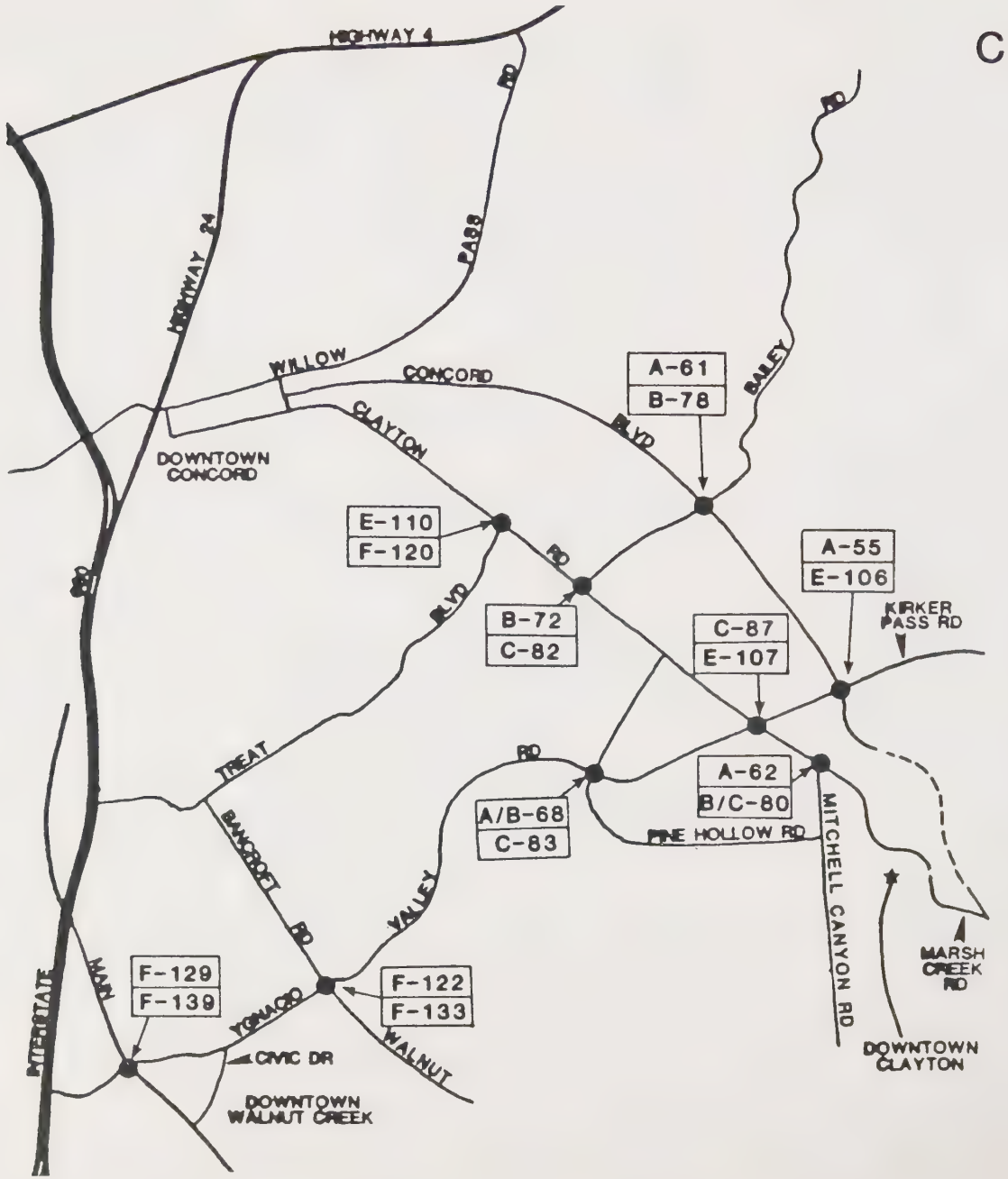
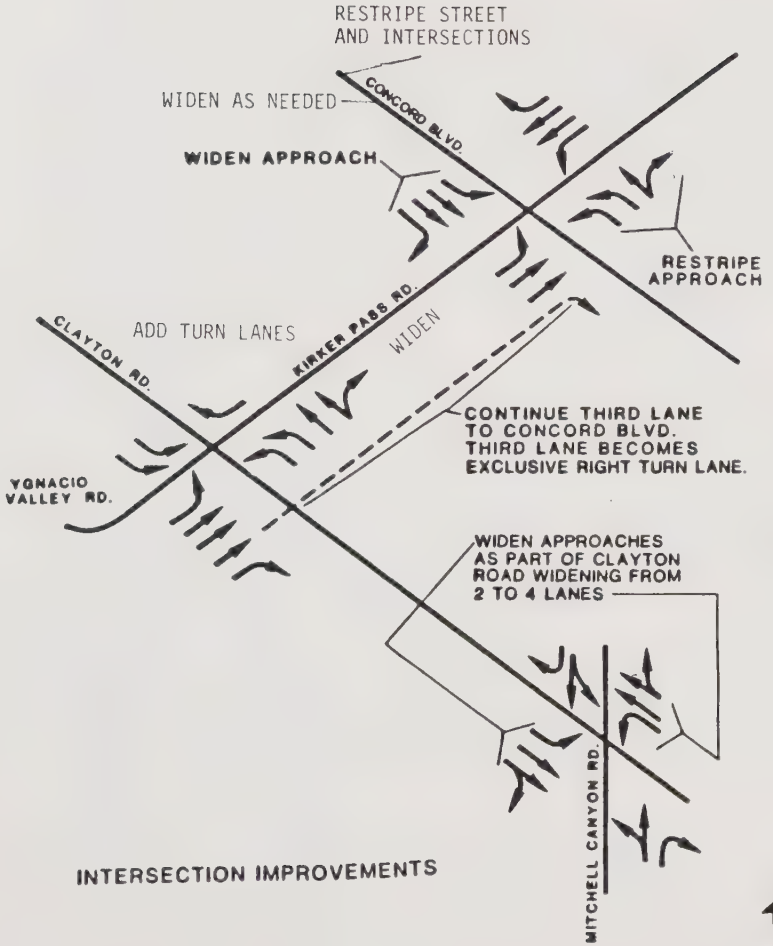
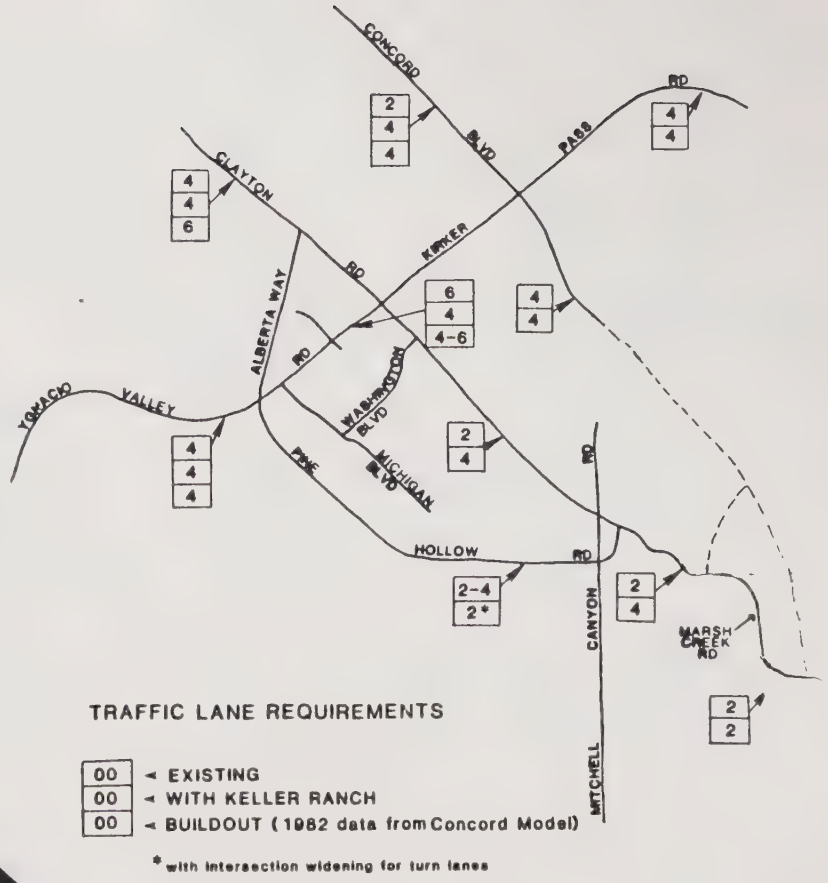


Exhibit III-5

Keller Ranch Traffic Mitigations



SOURCE: D.K. GOODRICH, 1980.



SOURCE: D.K. Goodrich, 1982.

least 800 feet, and use four-leg intersections rather than "Tee" intersections wherever possible. The site plan reflects this type of planning and would help divert traffic from Clayton Boulevard and downtown Clayton.

f. South of the Marsh Creek Road extension, Concord Boulevard should be a two-lane road. Reserve sufficient right-of-way for a four-lane road in case additional lanes are required in the future.

g. Make the Marsh Creek Road extension south of Main Street four lanes and provide turning lanes at each intersection in order to provide adequate traffic flow.

h. Place traffic signal hardware at the Marsh Creek Road-Concord Boulevard intersection. A signal will probably be necessary when Keller Ranch is fully developed.

i. Increase the curvature of residential roads to produce a more serpentine alignment with curve design speeds not over 25 miles per hour. This would promote lower speeds and preserve the residential character of the streets.

j. Design all roads to have grades of 15% or less. Exceptions to this standard in hillside areas should be evaluated on an individual basis and should be for the shortest length possible.

k. Black Diamond Way should be included on the Preliminary Development Plan as a hiking, riding and bicycling trail. This roadway would need to be removed from the Contra Costa County Major Roads Plan in order to be in conformance with the adopted County General Plan amendment for the Keller Ranch area.

l. Implementation of all mitigation measures listed in this section would be necessary at buildout of Keller Ranch. However, many would be needed during the course of development, depending on project phasing. The City should require the developer to submit a proposed phasing schedule for improvements that is consistent with the phasing schedule for project development.

m. The northern Contra Costa County area, including the cities of Concord, Walnut Creek, Martinez, Pittsburg, Antioch and Clayton is in need of an area-wide traffic, transportation and land use study. All of these cities are growing, and the traffic impacts from one city are usually felt by the others. Improvements that may be in the best interest of one city may not facilitate the best overall area traffic system. Many of the transportation related issues that will affect some or all of the cities are beyond the capacity of a single-project EIR to answer. It is therefore recommended that an area-wide study be conducted to coordinate future traffic plans among all responsible government bodies. The following issues should be looked at in the study:

- Alternative transportation corridors to Ygnacio Valley Road. It will be impossible to keep mitigating traffic problems along this one roadway.

- Development of new employment centers east of Concord to shift present area-wide travel patterns. This may be the only method to reduce or maintain existing peak hour, peak direction traffic flows on the local roads.

Funding currently does not exist, nor will it probably exist in the future, to provide enough transit service to reduce auto volumes to any measurable extent.

- Improved signalization coordination and intersection improvements based on cooperative area-wide traffic flow strategy rather than on a separate city-by-city basis.

Change to the previous comments were recommended by the City of Concord:

1. West of Kirker Pass, Clayton Road has been expanded to 6 lanes while Concord Boulevard is only 2 lanes. Traffic should be directed away from Concord Boulevard and on to Clayton Road.

2. Crossings of Mt. Diablo Creek at El Camino, Lydia Lane and Mitchell Canyon Road should be considered or at least emergency crossing of emergency vehicles, pedestrians and bicycle paths.

3. Additional left-turn lanes are necessary at the intersection of Clayton Road and Ygnacio-Kirker Pass Roads.

   An updated traffic analysis will be necessary to supplement peak traffic analysis in order to include one-way volumes for both a.m. and p.m. peak hours.

4. Revised recommendation is made for improvements between Kirker Pass and Ayers Road.

5. Recommend use of Concord fee structure for use in Clayton to mitigate downstream traffic.

6. Consideration by Keller Ranch development of effect on Concord Boulevard and Denkinger Road intersection.

Prior to decision on circulation improvement and mitigation of costs due to any new project, the cities of Concord and Clayton will need to meet and resolve the issues raised. This process should begin prior to approval of any significant traffic-generating development.

Clayton Street System

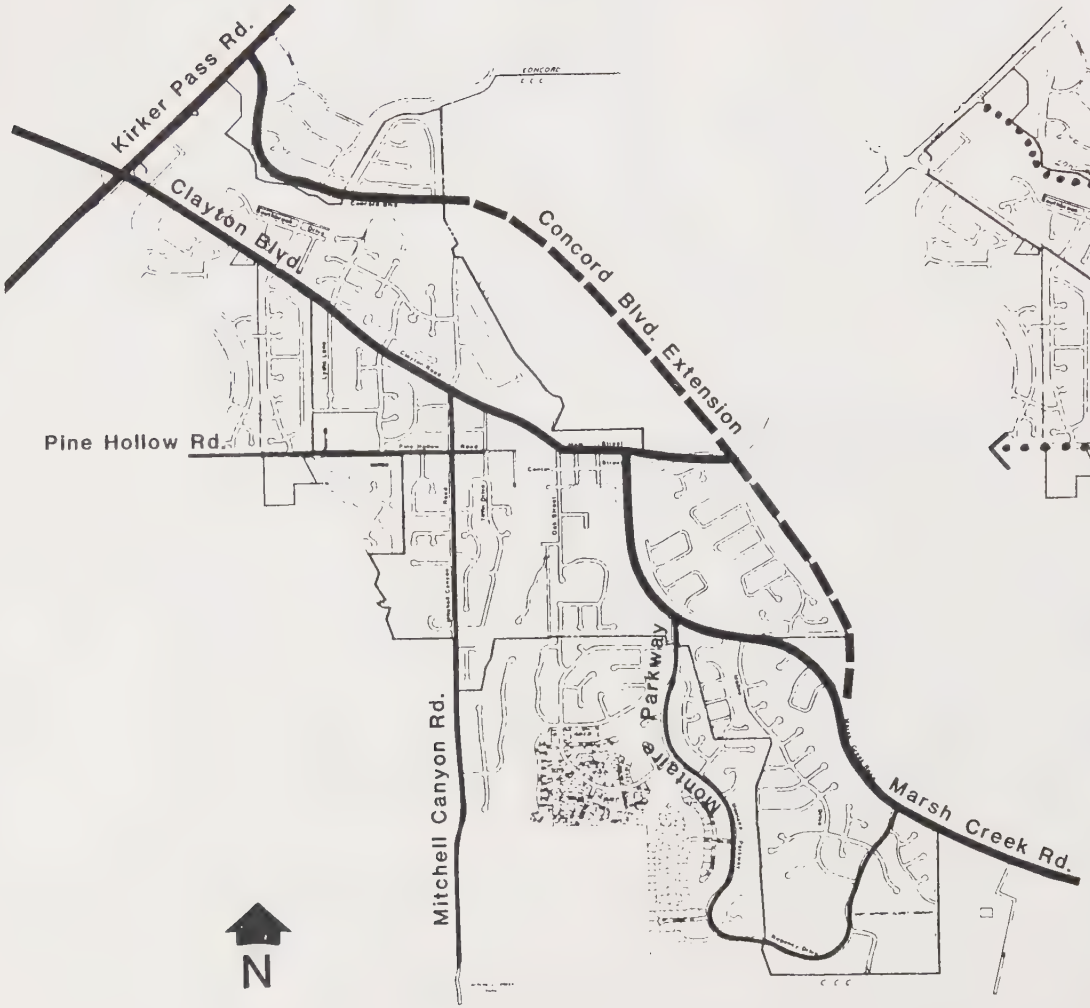
Clayton street and pathway system is indicated in Exhibit III-6. The system consists of arterial collector streets, local streets, private streets, cul-de-sacs and greenbelts. There is 20.6 miles of roadway. They are described as follows:

Arterial streets such as Clayton Road, Kirker Pass, Marsh Creek Road and Concord Boulevard are designed to carry traffic through a city or from one major area to another within a city. In most instances, arterials connect with major regional highways to provide adequate service for through vehicular traffic. Specific provisions, such as striping or grade separated lanes are required for non-motorized vehicles.

Collector streets such as Washington Boulevard, Mitchell Canyon Road and El Molino Drive provide a direct connection between arterials and local streets and also provide access to activity centers such as schools, parks, and shopping centers. Specific provisions may be required for non-motorized vehicles.

Exhibit III-6

Clayton Street System



Local streets such as Tiffin Drive, Lydia Lane and Weatherly Drive are typically two-lane streets which provide direct access to individual residential lots. These types of streets are not shown on the circulation plan. Local streets may be through or may dead end. Streets that will eventually go through should be posted with signs to prevent confusion.

Private streets such as Clark Creek Circle, have been developed as part of a private residential development. The streets are not built to City standard and must be maintained by the homeowners.

Cul-de-sacs such as Marquette Court, Nottingham Place and Malibu Court are not intended to go through; however, they must provide adequate turn-around.

Greenbelts found along Mt. Diablo, Peacock, Donner and Mitchell Creeks provide circulation through the community for pedestrians, horseback riders and bicycle riders.

Standards of Construction

Exhibit III-7 indicates standards under which Clayton streets have been developed.

Alternative Transportation Means

Transit

The City of Clayton is serviced by the Centra Contra Costa Transit Authority (CCCTA). The current bus route is indicated in Exhibit III-8. Bus stop and shelter locations are also included.

A recommendation for the service improvement in the future would be a Bart shuttle from various points of Clayton at peak hour as demand warranted.

Park and Ride Lots

There are no park and ride lots in Clayton at present. However, it will be worthwhile to contact churches and other institutions and facilities with large minimally used parking lots for park and ride locations.

Van Pools and Car Pools

There are van pools and car pools currently operating in Clayton. It will be beneficial to assist in providing coordination of carpool formation and matching for local residents.

Exhibit III-7

Clayton Street Standards

City Standard
Curb, gutter, sidewalk

County Standard
Curb, gutter

Rural Standard
Narrow Pavement, no curb
gutter or sidewalk

Exhibit III-8

Transit Routes

HOUSING ELEMENT

HOUSING ELEMENT GOALS, POLICIES AND OBJECTIVES

IMPLEMENTATION PROGRAM

HOUSING ELEMENT BACKGROUND

EXISTING HOUSING CHARACTERISTICS

CURRENT HOUSING NEEDS

PROJECTED HOUSING NEEDS

LAND INVENTORY AND LAND USE ALTERNATIVES

HOUSING CONSTRAINTS, MARKET CONSTRAINTS AND GOVERNMENT CONSTRAINTS

HOUSING

4

HOUSING ELEMENT

Goal

To provide a balanced housing mix for the needs of future as well as existing residents of Clayton.

Objective 1

To provide alternative housing densities to meet a variety of life styles and incomes.

Policies

1a Promote a variety of residential units including patio homes, townhouses, condominiums, manufactured homes, apartments and mixed use developments.

1b Increase potential for rental stock.

1c Maintain an inventory of vacant lands.

1d Encourage innovative designs and concepts for large scale projects.

Objective 2

To promote measures to provide affordable housing.

Policies

2a Expand zoning usage to promote qualified projects.

2b Establish density bonus and incentives for qualified projects such as senior citizen housing.

2c Participate in bond financing programs with other jurisdictions.

2d Investigate State and Federal programs for low and moderate income housing for applicability in Clayton.

Objective 3

To identify, address and remove governmental constraints which unduly restrict new development.

Policies

3a Expedite the planning process for qualified projects.

3b Increase height limitation to accommodate increased densities.

3c Relate fee structure to direct cost to the City.

3d Promote mixed-use designation to allow residences over businesses.

3e Investigate current city requirements for manufactured housing and density bonus to determine if greater flexibility is necessary to stimulate affordable housing.

3f Improve the quality of base information regarding utilities and facilities in Clayton.

3g Work with other jurisdictions to improve infrastructure.

3h Review government actions and requirements to determine if there are costs that increase the price of housing without comensurate benefit.

Objective 4

To increase housing opportunities without deteriorating quality of life in Clayton.

Policies

4a Promote expansion of public facilities and infrastructure to be financed by new development.

4b Consider impacts on residential areas by both public and private actions.

4c Preserve area amenities through use of policies to preserve hillsides, clusters of trees and open space, and promote quality design.

4d Support programs to preserve and restore existing residential structures to maintain the character of Clayton.

Objective 5

To provide open housing opportunities regardless of age, sex, race, creed, color or other arbitrary factors.

Policies

5a Support efforts of County, State and Federal agencies to eliminate discrimination in housing.

5b Pursue public and private sector opportunities to provide housing for special need groups.

Implementation Measures

1. Measures to identify adequate sites for a variety of types of housing including rental housing, factory-built housing, and mobile homes.

   1a Review the 86 vacant and underdeveloped lots in the City limits for possible change in density.

   This process will be completed within the first 6 months of 1985 during the comprehensive General Plan revision by the Planning Commission. In event that properties are increased in density, conforming zones should be identified and their adoption expedited.

   1b Promote development within the City limits and parcels outside the City limits at higher densities than currently exist.

   The City Council shall adopt the densities for the revised General Plan in mid-1985.

   1c Work with the following agencies to alleviate the following impediments to development in Clayton:

   (1) Sewer - City of Concord, Central Sanitary District

   (2) Water - City of Concord, Contra Costa Water District

   (3) Roadways - Contra Costa County and City of Concord

   (4) Drainage - Contra Costa County Flood Control District

1d Pursue all possible measures to annex the Keller Ranch since available land necessary to meet the 710-unit housing goal set for Clayton must be found outside City limits. This process will be a joint effort by the City staff, Planning Commission and City Council. The process will be continuous.

1e Review land owned by City to determine if it could be used for residential development which could improve cash flow and provide housing. This shall be accomplished by the Planning Commission in the course of 1986.

1f Permit development of second-story housing units in Town Center as a permitted use when commercial is approved. This shall be possible with adoption of the General Plan.

1g Pursue architectural design to promote compatibility between existing development and new development. City Planning and Engineering staff will provide this assistance on a continuous basis.

2. Measures to promote development of adequate housing to meet the needs of low and moderate income households:

2a Review progress through the Planning Commission in meeting quotas established by ABAG Regional Housing Needs Report. This process is intended to keep track of progress region-wide and recommend any changes. The process will occur through periodic review of construction by Planning Director before the Planning Commission.

2b Support new construction of affordable lower income housing by locating sites which would be appropriate for assisted housing programs. This will occur as part of the General Plan revision process through the Planning Commission.

2c Encourage development of rental housing by offering a 25% density bonus to developers for building rental housing, based upon the demonstrated provision of 25% of the project to low-and moderate-income units as provided by State law. This process will occur continuously through the City planning function. One project should occur within the Housing Element timeframe.

2d Encourage development of affordable housing by allowing mobile homes and manufactured housing in single-family areas with review for compatibility. This process will occur continuously through city planning operation.

2e Encourage affordable units by assisting developers as they submit applications for second units in residential areas. Staff will attempt to promote 20 second units within the Housing Element time frame.

2f Expedite participation in bond finance programs for purchase of single-family homes and development of multifamily units. This shall be accomplished through City Council and staff cooperation with Contra Costa County and other jurisdictions with bond programs. A total of 100 units to be financed within Housing Element time frame, provided land can be annexed by the City.

2g Use planned unit development designations and suitable architectural review procedures to stimulate and encourage compatible infill development. City Planning and Engineering staffs will provide assistance to new projects on a continuous basis.

3. Measures to remove government constraints which unduly restrict the full development of residential housing.

3a Establish a yearly update of housing program implementation to be reviewed by the Planning Commission to include the following information:

(1) The number of units developed at densities of 7.5 units and above.

(2) The number of manufactured or second units built.

(3) The number of units that have received bond financing.

(4) The number of second story residential units approved in the commercial Town Center.

3b Identify and support alternative financing methods for off-site improvements and maintain an inventory or methods successfully used in other jurisdictions. Planning and Engineering staff to continue consultation with the professionals to determine finance methods.

3c Allow greater flexibility in infill projects provided the product is compatible with the neighborhood and provides a quality unit. Planning Commission will review projects with consideration of housing policies.

3d Establish processing procedures to implement standards and spirit of SB 941 and 884. Review standards on periodic basis to ensure that costs of development are balanced by benefits. This will be accomplished through Planning Commission implementation program in 1986.

3e Review Building Code and Zoning and Subdivision Ordinances. This will be accomplished through the Planning Commission implementation in 1986.

3f Review feasibility of contract review during periods of heavy work load. This will be proposed to City Council in event of a major project proposal.

3g Revise handouts and development standards to include clearer text and conceptual designs. Planning and Engineering staff will review and improve handouts in 1986.

3h Limit by statute the developer's cost of improvements to the improvements needed as a result of development. Review fees and exactions annually. Streamline and annually review permit procedures for efficiency. Planning Commission shall review these issues yearly.

3i Revise requirement to insure that use permit approvals go with the land.

3j Establish standards of development review to insure consistency of project approval.

3k Support concept of area-wide studies related to planning and engineering facilities and infrastructure to identify cumulative needs and prorated costs. City Council will propose this to other communities.

3l Allow mixed-use commercial and residential development where designated.

4. Measures to conserve and improve the condition of affordable housing stock and promote housing affordability:

4a Encourage preservation of historic homes and structures by use of historic structure guidelines.

(1) Allowing office uses in some residential districts to encourage rehabilitation of historic buildings.

(2) Promoting adaptive use of historic buildings by allowing a variety of uses and densities in structures.

4b Encourage the continued affordability of both rental and ownership housing by encouraging energy conservation in all existing development. The City will make available an information fact sheet for distribution which will describe the measures which can be instituted in homes for little cost and will save energy and utility expenses. Inexpensive conservation measures to be described should include:

(1) Use and savings through use of restricted flow shower heads.

(2) Cost and savings through installation of thermal blankets on hot water heaters.

(3) Cost and savings of timed off cycles on heaters and lights.

(4) Cost and savings on insulation.

4c Encourage conservation of energy in home design and housing rehabilitation as follows:

(1) Adopt appropriate legislation for the encouragement and protection of solar energy systems.

(2) Adopt legislation for solar access. Planning Commission shall proceed on a continuous basis through project approval.

4d Study and adopt a solar access ordinance which would protect solar access in all new subdivisions and planned unit developments. Such an ordinance might include criteria which could be a part of any design review implemented in the future, or could be a general policy adopted by the Council to encourage the use of solar water and space heating and not preclude solar installations in the future.

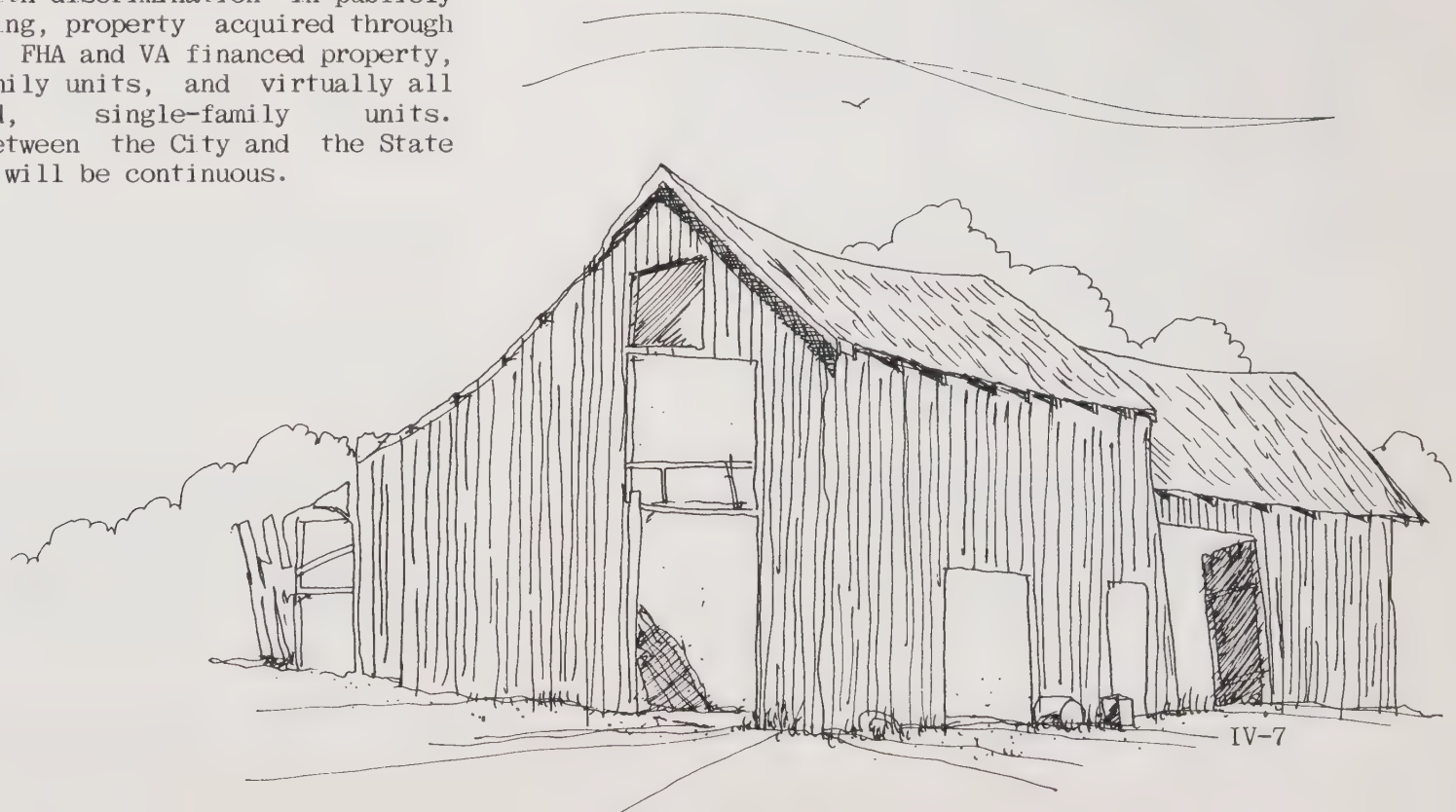
5. Measures to promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color.

5a Promote nondiscrimination in housing throughout City housing program. Follow up on any complaints. Accomplish on a continuous basis through City Administrator's office.

5b Provide referrals and cooperate with Contra Costa County Legal Aid Society. Cooperation between Clayton and Contra Costa Legal Aid Society will be continuous.

5c HUD enforcement of 1968 Civil Rights Act, which prohibits discrimination in housing and guarantees the right of fair housing. This act complements the 1968 Civil Rights Statute, which requires equal protection under the law. Cooperation between the City and HUD will be continuous.

5d The Rumford Fair Housing Act, enforced through the State Fair Employment Practices Commission, is the governing legislation which deals with discrimination in publicly assisted housing, property acquired through public action, FHA and VA financed property, most multifamily units, and virtually all owner-occupied, single-family units. Cooperation between the City and the State of California will be continuous.



HOUSING ELEMENT BACKGROUND

A Housing Element is required as part of an adopted General Plan by both the State of California and the Federal Government. The intent of the State legislation is to improve existing housing and provide adequate sites for housing needs for "all economic segments of the community". The Housing Element also "shall consider all aspects of current housing technology, to include provisions for not only for site-built housing, but also for manufactured housing, including mobile homes and modular homes" (State Planning Law, Section 65302c).

The first Housing Element was adopted by the City of Clayton in 1971 at the same time that the City's first comprehensive General Plan was adopted. Changes in the character of the community, State guidelines and State Law combined to necessitate an update of the City's Housing Element in 1980. Early in that year, a Housing Element Advisory Committee was appointed by the City Council. This Committee prepared a draft updated Housing Element in June, 1980, that was approved with minor modifications by the Clayton Planning Commission later that year, and was subsequently approved by the City Council in January, 1981.

While the 1980 Housing Element was being prepared, State legislation was enacted in 1980 (Chapter 1143, Statutes of 1980, AB 2853) which required ABAG and other COGs (Councils of Government) in California to determine the existing and regional housing needs of the region. ABAG was also required by AB 2853 to determine each City's share of those Regional needs. In December, 1983 after review by local governments, including Clayton, ABAG adopted the Housing Needs Determinations for the San Francisco Bay Region and counties and cities. State law also requires that local communities consider their share in updating their Housing Elements in 1984. This requirement, together with changes that have taken place in the community since the 1980 update, are incorporated into this current 1984 Housing Element update for the City of Clayton.

As with the 1980 update of the Clayton Housing Element, an Advisory Committee representing the City Council, Planning Commission, professionals in the housing field, and consumers of housing were appointed to prepare a draft updated Housing Element.

Upon completion of the draft, the Housing Element Committee submitted it to the Planning Commission. The Planning Commission conducted hearings on the Housing Element as well as the other elements of the Clayton 2000 General Plan. After the hearings were completed a draft General Plan was forwarded to the City Council who adopted the Planning Commission's General Plan documents with some changes.

Prior to submission to the Planning Commission, the draft Housing Element was forwarded to the Department of Housing and Community Development. The list of recommended changes and City responses are provided in the Housing Element Technical Appendix G. Sections of the the draft Housing Element have been revised in response to the recommendations.

A copy of the previous 1980 Housing Element and an evaluation of the implementation of its goals is provided in Appendix G.

POPULATION CHARACTERISTICS

1. The population in Clayton at the time of the 1980 U. S. Census was 4,325. It increased to 4,600 by 1985; an increase of 6% in 5 years, compared to the 130% increase in the 1975-1980 period.

2. **Clayton Planning Area Population**

   The total Clayton Planning Area population in 1975 was about 3,180, including about 1,400 people in the unincorporated area. The Planning Area population will increase to an estimated 6,800 people by 1985, an increase of 3,620, or almost 115% in 10 years. The Planning Area has increased in population by only 5% between 1980 and 1985.

3. **Persons Per Unit**

   In 1975 the average number of persons per occupied dwelling unit was 3.6 in the City of Clayton. That average dropped by 1980 to 3.25 persons/household despite the construction during that time of only single-family dwellings built primarily for families in the child raising phase. In contrast, the average family size in Contra Costa County in 1975 was 2.9 which decreased to 2.7 by 1980.

4. **Employment locations**

   In 1975 the employment locations for heads of households was distributed as follows: Clayton, 8%; Central Contra Costa County, 38%; Martinez to Antioch waterfront communities, 13%; Oakland-San Francisco labor market, 21%; other, 9%; and unemployed or retired, 11%.

5. **Household Composition**

   Household status in 1980 in Clayton included: married couples, 86%; female heads of household 2.3%; single adults, 6%; and other, 2%.

6. **Racial Composition**

   Whites/Caucasians comprised 95% of the population in 1980 in Clayton compared to 3% Asians, 1% Black, and 1% for all other minority races.

7. **Educational Level**

   In terms of educational level of the head of household in Clayton in 1975, 25% had the equivalent of a high school education; 54% had completed at least 4 years of college; and 21% had completed 5 years of college with possible graduate studies.

8. **Median Income**

   Median family income in 1979 in Clayton was $35,067 compared to $22,875 for Contra Costa County. Clayton's median family income today is near $50,000 based on ABAG data.

9. **Percentage of Low Income Residents**

   About 15% of Clayton households had incomes of $20,000 or less in 1979, and 5% had incomes of less than $10,000. Median household income in the Bay Region in 1979 was $20,607. Clayton is well above the Bay Area median.

10. Median Age

The median age in Clayton in 1980 was 32 years. By sex it was 32 years for men and 31 years for women.

11. Breakdown by Category

Of the 4,325 population in Clayton in 1980: 7% were preschoolers (up to age 5); 32% were school age (ages 5 to 22); 58% were of prime labor force age (22 to 65); and 3% were seniors (65 years +). This reflects a 3% increase in preschoolers and 8% decrease in school age children since 1979.

(Sources 1975 Special Census, 1980 U. S. Census, Building permits)

12. Quantification of Special Groups

According to the Department of Social Services, the following is the 1985 status of the following:

a. Large families comprise the majority of Clayton residents. At the present time there are no social service cases or large familyreferrals from Clayton. Within Central Contra Costa County and East County, the number of large families in need of housing is slightly over 10% of the population.

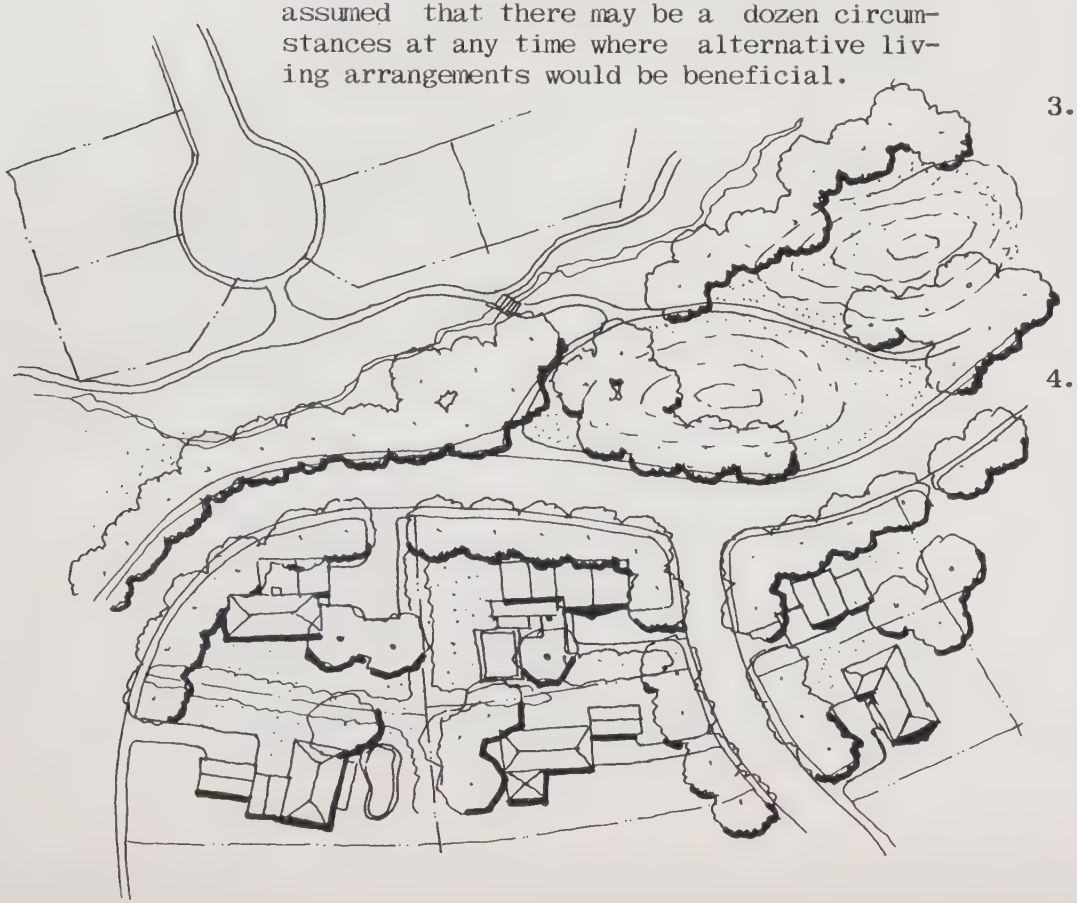
b. Household with female heads comprise about 3% of the population in Clayton. In event loss of the husband creates a significant loss in income, for the family there is little way to step down in housing cost and remain in the community. Families that must move out of Clayton under these circumstances can be estimated at 20 per year.

c. Elderly household comprise 3% of the population. The number of elderly in need of housing would overlap with female heads of households. In event a lower income senior facility were built in Clayton, approximately 5 persons could be expected from the community and an additional 20 who wish to move closer to family in the community. The remainder would come based on the desireability of living in Clayton. A quality elderly facility would provide an alternative to persons living in large houses in the community and would generate substantial interest.

d. Handicapped can be divided between physical and developmentally handicapped. There are no records for either category for Clayton. There are a group of homes in Clayton with 6 or fewer people that help the developmentally handicapped. Physical handicapped housing assistance must be integrated into the design of units. Provision of this option in new development would be effective marketing. It would not serve an identifiable community need.

e. Farm workers are not identified in Clayton nor is there any farm worker housing in the community.

f. Persons in need of shelter can be divided into two categories, persons without a home and persons who need an alternative to their present home environment. It has been estimated by the County Human Services Advisory Commission that there are 2,500 persons in both categories in Contra Costa County. Highest number of homeless are in West County with the next highest area being East County. In Central Contra Costa County the problem is wives and children in need of temporary houses due to problems with the home environment. There are no statistics for Clayton though it can be assumed that there may be a dozen circumstances at any time where alternative living arrangements would be beneficial.



EXISTING HOUSING CHARACTERISTICS

1. Type of Units in Planning Area

Approximately 89% (1,860 units) of the total housing stock (2,100 units) with the Planning Area today are single family dwelling units, while the remaining 22% (235 units) are attached single-family dwellings, patio homes, and multiple-family units.

2. Type of Units in Clayton

Of the 1,460 dwelling units within the City of Clayton today, about 1,305 (90%) are single-family detached dwellings.

3. Clayton Development 1980-1985

Between 1980 and 1985 there will be an increase of only 50 single-family dwelling units (4%) and an increase of about 30 patio homes in the City of Clayton. During the same time, about 25-30 single-family dwellings will be added in the unincorporated area.

4. Apartment Rental Status

There are no apartment rental units within the Planning Area today, although an unknown minority percentage of conventional single-family, attached single-famly and patio homes are rented by absentee owners and investors (estimated to be less than 10% of the total housing stock).

5. **Units in Need of Rehabilitation and Replacement**

In June of 1984 a windshield survey determined that less than 1% of the total housing stock within the Planning Area appeared to be deteriorating or delapidated as compared with 1.6% determined by the 1975 Special Census. In June of 1985 another windshield survey was taken with the following results:

In need of replacement - - - - - 3 Units (Shells of previous units)

Not in need of replacement but likely to be replaced - - - 5 Units

Units in need of repair or improvement due to neglect - - 8 Units

6. **Planning Area Vacancy**

Slightly more than 3% of the housing stock was vacant in 1980. Dwelling units under construction or recently constructed but unoccupied also represent about 3% of the total housing stock in the Planning Area today.

7. **Housing Price**

1984 housing prices by dwelling type in the Clayton area are estimated to range as follows: detached single-family units, $110,000 to $300,000+; attached single-family, $115,000 to $120,000; and patio homes, $115,000 to $145,000 (consultant estimated based on County Recorder's Office, newspaper ads and CCCBR).

8. **Housing Price by Room**

Estimated price ranges by number of bedrooms today are as follows: 3 bedrooms, $140,000 to $180,000; 4 bedrooms, $150,000 to $250,000; and 5 bedrooms, $200,000 to $300,000+ (Source -ibid 7 above).

9. **Resale of Clayton Housing**

The average resale of a home in Clayton in 1980 was $140,233 and in comparison, the Central County average in April, 1980 was $131,394. The average resale in Clayton today ranges between $165,000 and $170,000 (CCCBR).

10. **Land Cost Per Unit**

Land costs appear to be ranging from $80,000 to $100,000 per improved acre lot close in to town to $20,000 to $40,000 per unimproved acre southeast of town depending on parcel size, zoning, slope and other factors (Bob Graham).

11. **Housing Value Range**

Almost none of the housing stock appears to be valued at less than $120,000 in Clayton today; houses in the $120,000 to $150,000 price range occupy about 40% of the market; $150,000 to $200,000 homes represent close to 60%; and homes selling for more than $200,000 also represent about 4% of the housing stock today (Bob Graham based on 7 and 8 above).

12. **Monthly Payment in 1980**

In 1980, 82% of the householders were making mortgage payments on a dwelling with median monthly payments of $682. At the same time, 6% rented with a median payment of $501 per month. The remaining 12% owned with no mortgage payment and had average housing costs of $140 per month (1980 U. S. Census).

13. **Monthly Payment in 1985**

In 1985 the average mortgage payment rose to $895 and the average rent rose to $850. (Newspaper ads, CCCBR, communication with renters)

14. **Length of Occupancy**

In 1980, 78% of the householders had lived in their dwelling for 5 years or less; 7% had lived in the same house for 5 to 10 years; and 15% had lived in their dwelling for 10 years or more. The average family had lived in the same dwelling for 4-5 years (1980 U. S. Census).

15. **Ability to Pay**

There are no units for sale in Clayton in 1985 at less than $135,000*, and there are no rental units available in Clayton for less than $800*. This means that an income of $35,000 would be minimum for a household to move into Clayton and occupy an entire unit. Rental of individual room or shared unit data is unknown. (*Based on published sources, Spring 1985.)

16. **Housing Unit Size and Overcrowding**

The 1980 census indicated that 87% of units in Clayton were 6 or more rooms in size, 8% were 5 rooms, 3% were 4 rooms and less than 1% were smaller than 4 rooms. Consequently, 99.5% of all units in Clayton had 1:01 or less per room. Since 1980 all the units built have had 6 rooms or more. The large units prevent people with a preference for smaller units from remaining in Clayton.

17. **Ability to Pay Vs Length of Occupancy**

For the residents in Clayton, the relationship of monthly cost to ability to pay is related to the length of occupancy. A total of 21% of the residents of Clayton owned their homes prior to 1975. This group represents the lowest mortgage payments since average mortgages were under $30,000. A total of 57% of the residents occupied their units between 1975 and 1978 when prices were escalating but the cost of land had not reached present levels and average mortgage levels were under $50,000. Since 1980 mortgage levels have risen over $100,000. Unless a newcomer has substantial equity, new mortgages will be in excess of $100,000. Current owner-residents will not be forced out by escalating prices unless they suffer income loss through occurrences such as death of spouse, divorce, and loss of employment. Renters, however, may find it difficult to keep up with escalating prices. New household formation is the greatest segment of the existing population that is affected by the cost of housing versus ability to pay.

EXHIBIT IV-1

EXISTING AND PROJECTED HOUSING UNITS 1975, 1980, 1985 AND DESIGN CAPACITY BY DWELLING TYPE CITY OF CLAYTON AND BALANCE OF PLANNING AREA (UNINCORPORATED)

		DWELLING TYPES				
AREA	YEAR	S.F.	A.S.F & PATIO	M.F.	OTHER & M.H.	TOTAL
CLAYTON		520	55	-	2	577
UNINCORP.		417	-	-	-	417
TOTAL AREA 1975	a/	937	55	-	2	994
CLAYTON		1255	118	-	4	1377
UNINCORP.		528	84	-	-	612
TOTAL AREA 1980	b/	1783	202	-	4	1989
CLAYTON		1305	150	-	5	1460
UNINCORP.		555	85	-	-	640
TOTAL AREA 1985 (EST.)	c/	1860	235	-	5	2100
INCREASE TO DESIGN CAPACITY (YR. 2000)	d/	1120	500	200	NEG.	1820
DESIGN CAPACITY (TOTAL PLANNING AREA)	e/	2980	735	200	5	3920

SOURCES: 1975 SPECIAL CENSUS
1980 US CENSUS
CONTRA COSTA COUNTY BUILDING PERMIT DATA
ROBERT GRAHAM & ASSOCIATES

a/ Based on 1975 Special Census, Contra Costa County

b/ Based on 1980 U.S. Census

c/ Building permits and starts added to 1980 U.S. Census for estimated 1985 base year data.

d/ Increase in development from 1985 to Design Capacity (year 2000) provided by Robert Graham & Associates based on assumption of 1,400 dwelling units on Keller Ranch pending further City G.P. studies.

e/ Design Capacity totals are based on 1985 estimates plus potential increase based on 1,400 units on Keller Ranch pending General Plan revision studies.

EXHIBIT IV-2

POPULATION ESTIMATES AND PROJECTIONS 1975, 1980, 1985 AND DESIGN CAPACITY (YEAR 2000+)
CITY OF CLAYTON AND BALANCE OF PLANNING AREA (UNINCORPORATED)

AREA	1975 a/	1980 b/	1985 c/	INCREASE TO D.C. d/	DESIGN CAPACITY e/
CITY OF CLAYTON	1790	4325	4570	640	5200
UNINCORPORATED	1390	2100	2190	4700	6900
TOTAL PLANNING AREA	3180	6425	6750	5340	12,100

RRG:at

SOURCES & FOOTNOTES:

a/ 1975 Special Census, Contra Costa County

b/ 1980 U.S. Census

c/ 1980 U.S. Census plus building permit activity

d/ &

e/ Robert Graham & Assoc. estimates based on 1,400 dwelling units on Keller Ranch

Data on the existing housing stock has been derived from the 1980 U. S. census, field surveys, the Draft County Housing Element, January 1980, the Contra Costa Board of Realtors, the County Recorder's Office, and the Clayton City files.

COUNTY HOUSING NEEDS

Clayton is located near the geographical center of Contra Costa County. Contra Costa County has established itself as a rapidly developing area. In the decade of the 1970s, the County population grew 18.1%. This can be contrasted to the more rapid growth rates of the 1940s, 1950s and 1960s when the population increased by rates of 197.6%, 36.8% and 35.9%. In absolute numbers the population was 100,450 in 1940, 298,984 in 1950, 409,030 in 1960, 555,205 in 1970, 656,380 in 1980 and 703,403 in 1985. The rate of household formation has outpaced recent growth rates.

The trend toward smaller families, higher divorce rates, and people marrying and starting families at an earlier age has resulted in a continued high rate of family formation and therefore a continued high demand for additional housing units. To illustrate, the decade of the 1970's experienced a 41.8% increase in the number of housing units in the County, compared with the 18.1% rate of population increase.

While there is no employment base in Clayton and Clayton is essentially a bedroom community, the employment base of the County is becoming larger and more diversified. Since 1960 the labor force has increased at a rate twice that of population. This relative relationship is expected to continue through the year 2000. Total employment is projected to rise to nearly 325,000 by the year 2000 from the 1980 total employment of approximately 205,000. Major increases in employment are expected to occur in the retail/wholesale, services, construction, and finance/real estate/insurance sectors. Much of the recent employment growth has occurred in the Central County as a result of substantial new office development. This growth in employment-generating land uses is happening at a time when the capacity of the Central County communities to absorb new growth is becoming more limited.

Reflecting national and state trends, the County's population is aging. Concurrently, family sizes are getting smaller. Both of these trends are expected to continue, suggesting that the demand for housing could shift to smaller single-family units or condominiums from the larger single-family home. This trend could be reinforced due to the inability of many families to afford the larger single-family units.

Adequate land is available to address new housing needs identified for the unincorporated county. At present over 10,000 parcels are available for residential development. According to the Association of Bay Area Governments Housing Needs Model, the unincorporated county has a goal of 10,400 additional housing units by 1990 to satisfy the demand created locally and regionally.

Contra Costa County is among the more affluent in the state. According to the Franchise Tax Board the median income for joint tax returns in 1982 was nearly $35,000. The median income for all tax returns was over $21,000. At the median, the ability of the County's population to afford the County's housing stock has been reasonably good. The geographic distribution of the affordable housing

has, however, been skewed to the East County and to a lesser extent the West County. Further, the ability of the County's lower income population to afford housing continues to be a major problem. As an example less than 2% of the new housing built in the County in 1983 is affordable to lower-income home-buyers. To many lower-income and young families the only alternative is to rent. After years of lagging, rents in the County are now rising at a rate faster than the rate of inflation. Rents are also increasing at a rate faster than incomes of renters. Until additional rental construction begins, the combination of high demand and low vacancies should contribute to an increasingly severe rental affordability gap, particularly among lower-income renters.

(Source: Contra Costa Housing Element, Draft 1984)

CLAYTON'S ROLE IN THE COUNTY

Contra Costa County enjoys a wide spectrum of population and housing characteristics. The western end of the County as characterized by Richmond is highly urbanized with a full range of urban problems and opporutnities. The southern portion characterized by Danville and San Ramon are executive oriented communities with significant employment development. The eastern portion of the County as characterized by Brentwood is rural with a farm based economy where the primary issue is the loss of agricultural land. Each community in the County has a unique history, development pattern, and housing market. Clayton was founded as a community of large residential lots with potential for horses and protection of open space. Over time each new development has increased previous density but has sought to retain open space characteristics. Clayton housing has provided the County with an above median income that provides isolation, views and open space amenities, and a slower pace. Protection of this concept is contrasted with an alternative view of Clayton directed toward contributing to the full spectrum of housing needs in the County. This basic division of opinion has been a polorizing issue since Clayton's incorporation.

CURRENT HOUSING NEEDS

Based on the housing and population characteristics, the extent of immediate housing need in the Clayton community by age group and dwelling type is summarized below.

1. Amount and Variety

Clayton is a highly desired community. It has extremely low vacancy rates and almost all of the housing can be described as single-family detached with 3+ bedrooms. Monthly payment for housing in Clayton varies tremendously based on year of occupancy. Therefore, it is not uncommon to find identical units whose payments are based on a $40,000, $70,000 and $100,000 mortgages. This reduces in-city mobility and, since the units are all single family, households must move out of the community for a different type of unit. The nature of Clayton prevents an unsheltered or inadequately sheltered population. Change in financial circumstances for recent residents will force them out of the community to cheaper housing in Concord or East County.

2. School Age Needs

Housing for resident preschoolers and school age children is adequately being met through the provision of existing supply of single-family, detached, single-family attached and patio homes.

The price of these dwellings is escalating rapidly, however, (average resale unit is about $165,000 12/31/85), and will make home ownership or rental increasingly difficult for child-raising families in the foreseeable future.

3. Young Adult Needs

Housing for young adults (ages 18-29) is needed today, although the greater majority of this age group will be going to college, entering other labor markets, or moving closer to their jobs. Additional patio homes, townhouses and garden apartments close to community facilities and major thoroughfares are desirable to meet the needs of this age group. There exists a need for apartments to provide housing for young adults as they form new households.

4. Empty Nesters

Adults whose children have left home (empty nesters) have a narrower choice in Clayton in terms of the size and price range that would suit their needs. While some will continue to desire a large home on a relatively large lot, many will find the need and desire for a smaller unit such as a patio home, a townhouse or a garden apartment. These types of units make up only 11% of the total housing stock within the Planning Area today. There is a need for smaller convenience units for empty nesters who wish to remain in the community.

5. Single-Parent Households

Single-parent households find themselves in extremely difficult circumstances: the departure of the spouse often creates an economic burden which results in the family's leaving the community where they could best benefit from of family and friends. This situation occurs when there are no alternatives to large-lot, single-family residential units.

Most single-parent households have a divorced female as the head. Female heads of household are generally lower-paid than male heads of household and have significant child care expenses.

6. Senior Citizens

Senior citizens, while they only comprise 3% of the population today in Clayton, will have increasing needs for the same type of patio home, townhouse and garden apartment housing as the empty-nesters and the young adults. Most will need low moderate-income housing as inflation continues to eat away at fixed incomes. This housing should be located close to community facilities and public transportation.

Seniors who own their own homes present a problem of a different sort. Reluctant to leave because of familiar surroundings and because alternatives are costly, they may be burdened by a house too large for their needs, which is expensive to maintain. A possible solution for some seniors might be shared housing efforts, in which elderly people in need of housing are matched with those who have extra housing. The conversion of a portion of a unit into a second unit or "granny flat" can serve the elderly, make more efficient use of housing, and provide additional income to the owner. An additional source of revenue for elderly homeowners which may have merit is the reverse annuity mortgage, a financing mechanism

which allows the elderly to utilize the substantial equity in their home as supplemental income. Clayton may facilitate the production of additional elderly housing by recognizing that the intensity of this land use is generally less in comparison to single-family housing and because of this adjusting parking requirements, density, fees and exactions accordingly.

7. **Handicapped**

The handicapped have special housing needs which have not been quantified for a statistical area as small as Clayton. The County Housing Element, January, 1980, indicated that the County Housing Authority had a waiting list of 40 mentally and 20 physically handicapped persons seeking rental assistance at that time. The immediate need in Clayton is considered relatively small, and to be addressed as the need arises. Recent State law requires a portion of newly constructed homes to be accessible to handicapped. These requirements should be incorporated into Clayton's review of new development, though it will increase cost. There are group homes in Clayton for handicapped individuals.

8. **Farm Workers**

While farming is a significant occupation in Contra Costa County, especially East County, the need for farmworkers housing is not apparent within the Clayton Planning Area as the distance from source of employment is considerable.

9. **Executive Home Sites**

There is a lack of lots of over one-half acre for custom homes, to balance out the housing mix in response to demand.

10. **Emergency Shelter for Homeless**

The State requires each jurisdiction to address this topic. Need for homeless care is not an issue that has affected Clayton. The City does not carry the attraction of employment, charity facilities or social services of large communities. Clayton is a small city and is not prepared to deal with the big city issue of the homeless living in the streets. County Social Services indicates that no emergency calls for shelter have come from Clayton. In event of a major disaster, the City would approach the community school and the two churches for temporary shelter assistance, but there is no current evidence of a problem. The City does not have residences being torn down for renewal projects or other forms of displacement.

In event that a homeless person would come to City Hall for assistance, we would contact County Social Services for a referral. If someone's house burns down, neighbors and friends will pitch in.

No project is planned to meet this need since the need is not perceived within the community and there is no focus for resources.

11. Regional Share

In their housing needs determination for the San Francisco Bay Region, updated in 1983, ABAG projected that between 1980 and 1990 Clayton would need 710 dwelling units. The projected need by income category for that same 10-year period for Clayton was as follows:

Income Category	Number	Percent
Very Low	114	16
Low	85	12
Moderate	114	16
Above Moderate	397	56
Total Planning Area	710	100

These needs goals were adopted by the Clayton City Council in winter, 1983, as qualified by the types of constraints listed in the Housing Element.

Between April, 1980, and 1984 to date, only about 110 dwellings have been built in the Clayton Planning Area, due to the recession, high interest rates and the relative high price of housing. Virtually all of that housing has been in the above-moderate income category (more than 120% of Regional median income). The basis for growth and the location of new development was to be focused on the Keller Ranch area. There is not enough vacant land in Clayton to locate 710 units. A total of 413 units have been proposed within the present City limits.

PROJECTED HOUSING NEEDS 1985-1990

Due to housing constraints, the recession years and high interest rate of the early 1980's, there is a "shortfall" for the 1980-1985 period anticipated, and a pent up demand for housing in the 1985-1990 period for the Bay Region and for Clayton.

1. Regional Share

The ABAG "Housing Needs Determination Study for the Bay Region" projected a need for the total Contra Costa County between 1980 and 1990 of about 58,000 units, of which 710 were expected to come from Clayton (slightly more than 1% of the County need). It is not clear whether this means area or city limits.

ABAG regional share was based on projected growth. The City of Clayton's need was tied to the development of Keller Ranch, a 1,200 acre hillside area. Due to controversy surrounding the nature of the project, Keller development has not occurred. Until Keller development can take place, the regional share cannot be met.

2. Remaining Need

No more than 150 dwelling units are expected to have been built and occupied in Clayton during the 1980-1985 period, thus leaving a projected need of at least 560 new dwelling units between 1985-1990 based on ABAG's projections.

3. Previous Rate of Construction

This need results in an average rate of about 110 total new units per year in the Clayton Planning area. This is a similar rate to what took place in the 1975-1980 period in Clayton (about 140 units/year); and also similar to the rate projected in the 1980 Housing Element update of 100 to 120 units per year. Reestablishment of such a rate will require annexation of Keller Ranch.

4. Categories of Unit

Virtually all of the 110 units built in Clayton between 1980-1985 were in the above-moderate income category. This leaves a need for the following types of units in Clayton, based strictly on ABAG's Regional Housing Needs Determination Study.

Income Category	Number	Percent
Very Low	114	19
Low	85	14
Moderate	114	19
Above Moderate	287	48
Total Planning Area 1985-1990	600	100

5. Projected Goals

Goals might be set according to the table above as follows, listed by housing type:

Dwelling Type	Number	Comment
Single-Family Detached	300	Historically falls above moderate in Clayton due to costs

Dwelling Type	Number	Comment
Single-Family Attached	100	Only attached single-family likely to meet moderate income needs
Multiple Family	200	Very low income needs
Projected need by Housing Type 1985-1990	600	

6. Clayton Housing Market

While the table above indicates the projected needs by dwelling type and by income category based on ABAG's regional studies and State-wide goals, the following area-wide needs reflected in current market demands appear to be influencing the Clayton housing market:

a. There still is a strong demand for single-family detached housing in Clayton in the $140,000 to $180,000 price range.

b. Patio homes, duplexes and townhouses in the $100,000 to $140,000 price range are in demand in moderate numbers as long as interest rates do not rise substantially.

c. Many new apartments have been built adjacent to Clayton, but this land use type does not exist in Clayton today.

d. There is a modest demand for custom and acreage homesites in Clayton to allow those who want to "trade up" tostay in the community.

HOUSING NEEDS AND DESIGNATION OF NEW UNITS

Needs determination can be broken down into two categories: those of the community and those of ABAG and HCD. From the perspective of non-local agencies, they must satisfy mandates of the legislature and those that HCD itself generated for all of the jurisdictions in California. In many ways criteria are the same for San Jose and Oakland as they are for Clayton. One requirement of the Element is to address the criteria established by the State in terms of measures to satisfy State imposed goals.

The primary action taken by the City has been to revise densities for properties in Clayton. The process of parcel review is indicated in Exhibit IV-3 which begins with a summary sheet and then provides the actual listing of the results of council action. Exhibit X-1 provides the chronology of recommendation of this process.

CLAYTON "2000" INVENTORY SUMMARY

Exhibit IV-3

DENSITY DESCRIPTION	KIRKER CORRIDOR LOW - HIGH	CHURCH SITES LOW - HIGH	MIXED LOTS LOW - HIGH	TOWN CENTER AND WINERY LOW - HIGH	MARSH CREEK ROAD LOW - HIGH	KELLER RANCH LOW - HIGH	OTHER SOI LOW - HIGH	TOTALS LOW - HIGH
SLP. CONSV. (0 - .1)						0 - 82		0 - 82
RURAL EST. (.2 - 1.0)						13 - 65		13 - 65
LOW DEN. (1.1 - 3)			17 - 47	5 - 13		174 - 473		196 - 533
MED DEN (3.1 - 5)			70 - 113			402 - 650	36 - 58	508 - 821
HIGH DEN (5.1 -7.5)				25 - 38	70 - 104	80 - 117		175 - 259
MFL (7.6 - 10)	90 - 100					75 - 99		165 - 199
MFM (10.1- 15)								
INSTITUNL. (ASSUME 29/DU/AC)		0 - 160						0 - 160
TOTALS:	90 - 100	0 - 160	87 - 160	30 - 51	70 - 104	744 - 1486	36 - 58	1057 - 2119

"CLAYTON 2000" PARCEL INVENTORY

Exhibit IV-4

AREA NO.	ASSESSOR'S PARCEL NO.	SIZE	1979 GENERAL PLAN DESGTN.	EXISTING ZONING	PRESENT USE	DESIGNATION ADOPTED JULY 17, 1985
I_a	118-031-007	1.23AC	PAO	PAO	Residential	Commercial
b	118-031-035	2.04AC	PUD	PUD/Com'l	Residential	Commercial
c	118-031-027	4.274AC	PAO	PAO	Residential	Commercial
d	118-032-018	1.76AC	PAO	PAO	Residential	Commercial
e	118-031-033	1.052AC	PAO	PAO	Residential	Commercial
f	118-031-034	1.52 AC	PAO	PAO	Residential	Commercial
g	118-031-031	2.37 AC	None	PUD	Church/Day Car	Institutional Assume 20/DU/AC
II	118-101-022	2.767AC	SF/High	Agriculture	Church	Institutional Assume 20/DU/AC
III_a	118-310-028	3.0AC	SF/High	R-12	Open Space	Dedicated Open Space
b	118-212-010	3.61AC	SF/High	R-12	Residential	Residential No Change
c	118-020-028	14.0AC±	PUD/Med	PUD	Residential Horse Use	No Change
d	118-230-002	2.83AC	PUD/Low	PUD	Open Space	Dedicated Open Space

"CLAYTON 2000" PARCEL INVENTORY

AREA NO.	ASSESSOR'S PARCEL NO.	SIZE	1979 GENERAL PLAN DESGTN.	EXISTING ZONING	PRESENT USE	DESIGNATION ADOPTED JULY 17, 1985
e	118-230-001	2.177AC	PUD/Low	PUD	Residential	Low Den (1.1-3)
IV a	120-043-004	2.41AC	SF/Med	R-15	Residential	Low Den (1.1-3)
b	120-043-005	2.50AC	SF/Med	R-15	Residential	Low Den (1.1-3)
c	120-043-019	1.00AC	SF/Med	R-15	Residential	Low Den (1.1-3)
V	121-090-011 121-090-016	8.65AC	SF/Med	R-15	Vacant	Med Den (3.1-5)
VI a	120-015-001	.30AC	SF/Med	R-15	Residential	Low Den (1.1-3)
b	120-015-002	.40AC	SF/Med	R-15	Residential	Low Den (1.1-3)
c	120-015-003	1.27AC	SF/Med	R-15	Residential	Low Den (1.1-3)
d	120-015-007	.29AC	SF/Med	R-15	Residential	Low Den (1.1-3)
e	120-015-008	.32AC	SF/Med	R-15	Residential	Low Den (1.1-3)
f	120-015-009	1.079AC	SF/Med	R-15	Fire Station	Low Den (1.1-3)

"CLAYTON 2000" PARCEL INVENTORY

AREA NO.	ASSESSOR'S PARCEL NO.	SIZE	1979 GENERAL PLAN DESGTN.	EXISTING ZONING	PRESENT USE	DESIGNATION ADOPTED JULY 17, 1985
VII a	118-062-008	.55AC	PUD/Low	R-15	Residential	Low Den (1.1-3)
b	118-062-007	.53AC	PUD/Low	R-15	Residenital	Low Den (1.1-3)
c	118-010-007	8.32AC	PUD/Low	Agriculture	Historic Winery	Agriculture/ Study Area
VIII a	118-010-009	2.64AC	Commercial	L-C	Vacant	Town Center Commercial/High Den (5.1-7.5)Mix
b	119-012-003	1.05AC	Commercial	L-C	Vacant	Town Center Com'l High Den (5.1-7.5) Mix
c	119-012-004	1.45AC	Commercial	L-C	Vacant	Town Center Com'l High Den (5.1-7.5) Mix
d	119-571-001	2.09AC	SF/High	R-15	Vacant	Town Center Com'l High Den (5.1-7.5) Mix
e	119-015-001 119-015-002	1.20AC +	Commercial	L-C	Vacant	Town Center Com'l High Den (5.1-7.5) Mix
IX a	119-016-001	5M SqFT	PAO	PAO	Community Hall	Town Center Com'l High Den(5.1-7.5) Mix
b	119-016-003	10M SqFt	PAO	PAO	Vacant	Town Center Com'l High Den (5.1-7.5) Mix
c	119-016-002	5M SQFt	PAO	PAO	Vacant	Town Center Com'l High Den (5.1-7.5) Mix
d	119-016-004	.230AC	PAO	PAO	Residential	Town Center Com'l High Den (5.1-7.5) Mix

"CLAYTON 2000" PARCEL INVENTORY

AREA NO.	ASSESSOR'S PARCEL NO.	SIZE	1979 GENERAL PLAN DESGTN.	EXISTING ZONING	PRESENT USE	DESIGNATION ADOPTED JULY 17, 1985
IX_e	119-016-005	.34AC	PAO	PAO	Vacant	Town Center Com'l High Den (5.1-7.5) Mix
f	119-017-001	30M SqFt	PAO	PAO	Residential	Town Center Com'l High Den (5.1=7.5) Mix
g	119-017-002	10M SqFt	PAO	PAO	Vacant	Town Center Com'l High Den (5.1-7.5) Mix
h	119-018-001	1.060AC	PAO	PAO	Vacant	Town Center Com'l High Den (5.1-7.5) Mix
i	119-018-002	.36AC	PAO	PAO	Residential	Town Center Com'l High Den (5.1-7.5) Mix
j	119-018-003	20M SqFt	PAO	PAO	Vacant	Town Center Com'l High Den (5.1-7.5) Mix
X_a	119-021-0 58	.95AC	R-40-H	R-40-H	Vacant	MFL (7.6-10)
b	119-021-001	.35 AC	SF/Med	R-15	Residential	MFL (7.6-10)
c	119-021-028	.40AC	SF/Med	R-15	Residential	MFL (7.6-10)
d	119-021-041	.34AC	SF/Med	R-15	Residential	MFL (7.6-10)
XI_a	119-021-054	1.13AC	SF/Low	R-40-H	Residential	Med Den (3.1-5)
b	119-021-055	.97AC	SF/Low	R-40-H	Residential	Med Den (3.1-5)

"CLAYTON 2000" PARCEL INVENTORY

AREA NO.	ASSESSOR'S PARCEL NO.	SIZE	1979 GENERAL PLAN DESGTN.	EXISTING ZONING	PRESENT USE	DESIGNATION ADOPTED JULY 17, 1985
XI c	119-021-013	.93AC	SF/Low	R-40-H	Residential	Med Den (3.1-5)
d	119-021-033	1.00AC	SF/Low	R-40-H	Residential	Med Den (3.1-5)
e	119-021-019 119-021-020	.60AC .94AC	SF/Low	R-40-H	Residential	Med Den (3.1-5)
f	119-400-001	1.51AC	SF/Low	R-40	Residential	Med Den (3.1-5)
g	119-400-002	1.02AC	SF/Low	R-40	Residential	Med Den (3.1-5)
h	119-400-006	.917AC	SF/LOw	R-40	Residential	Med Den (3.1-5)
i	119-400-004	1.844AC	None	PUD	Vacant	Med Den (3.1-5)
j	119-400-005	.918AC	None	PUD	Day Care	PUD/Day Care Center
k	119-400-003	1.013AC	None	L-C	Commercial Nursery	No Change
XII	119-080-017	10.AC±	PUD/High	PUD	Horse Center Agriculture	High Den (5.1-7.5)
XIII	122-060-011	24.24AC	PUD	PUD/School	Religious Training	PUD/School

"CLAYTON 2000" PARCEL INVENTORY

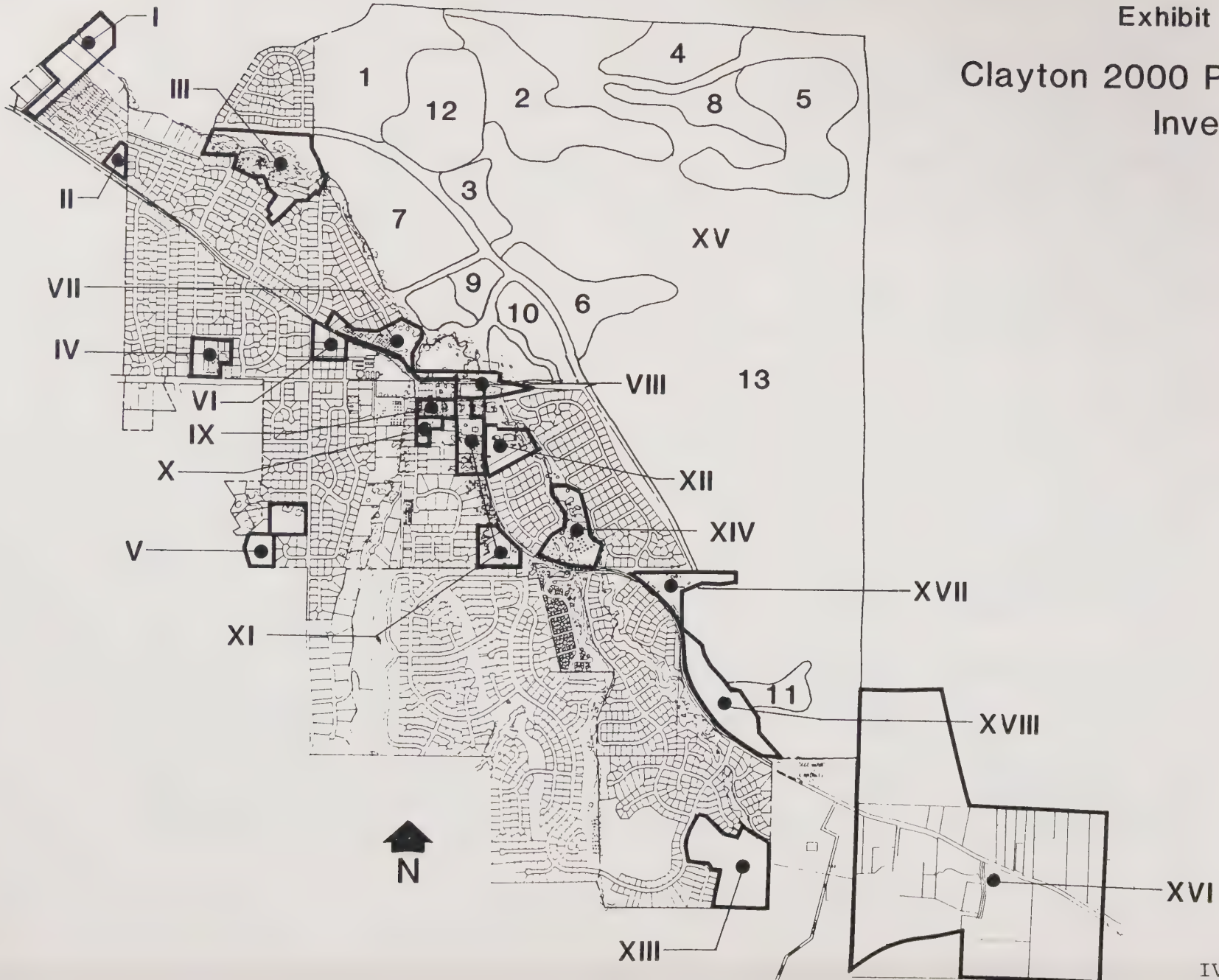
AREA NO.	ASSESSOR'S PARCEL NO.	SIZE	1979 GENERAL PLAN DESGTN.	EXISTING ZONING	PRESENT USE	DESIGNATION ADOPTED JULY 17, 1985
XIV	119-040-019	13.52AC	SF/High	Agriculture	Residential Lght. Ind.	Low Den 1.1-3
XV 1	SOI	57.45AC	SOI	SOI	Vacant	Med Den (3.1-5)
2	SOI	60.55AC	SOI	SOI	Vacant	Low Den (1.1-3)
3	SOI	13.96AC	SOI	SOI	Vacant	Med Den (3.1-5)
4	SOI	29.07AC	SOI	SOI	Vacant	Low Den (1.1-3)
5	SOI	65.03AC	SOI	SOI	Vacant	Rur Est .2-1.0
6	SOI	32.46AC	SOI	SOI	Vacant	Low Den (1.1-3)
7	SOI	58.50AC	SOI	SOI	Vacant	Med Den (3.1-5)
8	SOI	24.84AC	SOI	SOI	Vacant	Low Den (1.1-3)
9	SOI	7.3AC	SOI	SOI	Vacant	MFL (7.6-10)
10	SOI	15.62AC	SOI	SOI	Vacant	High Den (5.1-7.5)
11	SOI	10.80AC	SOI	SOI	Vacant	Low Den (1.1-3)
12	SOI	45.49AC	SOI	SOI	Vacant	S1 Con (0-.1)

"CLAYTON 2000" PARCEL INVENTORY

AREA NO.	ASSESSOR'S PARCEL NO.	SIZE	1979 GENERAL PLAN DESGTN.	EXISTING ZONING	PRESENT USE	DESIGNATION ADOPTED JULY 17, 1985
XV 13	SOI	774.30AC	SOI	SOI	Vacant	Open Space
13 a	SOI	Part of above	SOI	SOI	Vacant	No Study Area
CF	SOI	10.5 AC	SOI	SOI	Vacant	8.9 AC Community Facility
(*) SEE NOTE						(*)TOTAL UNITS APRVD KELLER = 1,486
XVI a	SOUTHEAST PORTION SOI	100AC ±	SOI	SOI	Rural Res.	Study Area
b	78-020-004	11.58AC	SOI	SOI	Vacant	Study Area
XVII	SOI	8.5AC	SOI	SOI	Residential	High Den (5.1-7.5) Maximum 50
XVIII	119-070-003 SOI	20.63AC	SOI	SOI	Vacant	Med Den (3.1-5)

Exhibit IV-4A

Clayton 2000 Parcel Inventory



Parcel Inventory and Designation of New Units

Parcel inventory analysis began with consideration of the 1500 parcels within Clayton. Large acreages and vacant parcels were identified for the review. The review consisted of eliminating land that could not be developed further due to constraints such as lack of sewer, prohibitive topography, poor access or site physical limitation.

Densities were proposed for the remaining parcels by the Housing Element Committee whose perspective was to maximize the number of units and by the General Plan Committee who sought to balance development with environmental constraints, then by the Planning Commission who sought to achieve a balance between the two committees and by the City Council for the final decision.

The total number of new units generated within Clayton are indicated on the parcel inventory summary sheet. The ABAG quota set for Clayton was 710 units, a 50% increase over the existing City inventory of 1460 units. Since the maximum number of units projected in the City limits based on the General Plan was 413 units, the remainder must come from development outside the City but within the Sphere of Influence. Developable land within the Sphere of Influence has been divided into three categories: Keller Ranch, parcels adjacent to Keller Ranch and the southeast area which has been designated for further study.

In general, most vacant or undeveloped parcels had density increases over previous designations unless there were physical limitations or potential conflicts with adjacent properties. The density changes were not as high as proposed by the Housing Element Committee in some cases. Previous densities were low, most often at 3 units per acre or less, and the environmental implications of tripling densities or more, seemed severe to the Commission and Council. There was also concern over increasing density in the abstract without a specific project to review and this produced a more conservative response to vacant land particularly with concern to recent State laws leaning toward maximization of density.

Perhaps the points of greatest controversy were the total units proposed for the Keller Ranch and the designation of an area over 10 units per acre. In each case the concerns expressed at public hearing have been made repeatedly since the City's incorporation. The subject has sparked an initiative, referendum and volumes of testimony. These issues will not be resolved until the community is built out.

General Plan Potential V. Needs Determinations

The combined potential of Clayton and its Sphere of Influence will produce a total of 1962 units which satisfies the 710 unit quota. The units can be broken down into the following categories:

Number of Units*	Units Per Acre	Type of Housing
147	0.1-1.0	Estate Housing
516	1.1-3.0	Single-Family Low
834	3.1-5.0	Single-Family Standard
117	5.1-7.5	Cluster/Patio
163	7.6-10	Apt.: 4 Plex
None Desig.	10-15	Apt.
25	-0-	Mixed Use
160	-0-	Senior

* These totals do not reflect the southeast study area, Forni property or second-unit potential.

Comparison of total units designated to the State/ ABAG, breakdown is as follows:

Category	Quota	Clayton	Density Type
Above Moderate	287	1614	0.1-7.5
Moderate	114	188	7.6-10+ Mixed Use
Low	85	160	Elderly*
Very Low	114	160	Elderly*

* Type of project unknown at present.

Additional response to low income needs would include shared housing and second units. Second units may be estimated at 50 units.

The response to Clayton's needs assessment is as follows:

1. Variety. The General Plan has provided the low density residential designations which were requested almost exclusively in the past. A designation of 10 to 15 units per acre was approved as the highest residential density but no site was deemed suitable by the City Council. Therefore, the range of development will fall between estate development and 10 units per acre.

2. Low Income Families. Even if a 10 to 15 unit per acre designation was adopted, low income families would not be able to afford the units. Market forces alone without subsidy cannot meet this need in Clayton. The Section 8 program has zero units in Clayton because fair market value exceeds subsidy limits for most housing.

3. Young Adults. A portion of the needs of this group could be met by apartments in the 10 to 15 units per acre density range and the 400 to 800 square-foot unit size range. This need cannot be met with the present or proposed inventory.

4. Single Parent Households. This group generally needs less expensive single-family housing or attached housing with day care opportunities. This need may be met by units in the 5.1 to 7.5 unit range or the units in the 7.6 to 10 unit range.

5. Senior Citizens. Senior housing has been approved for 2 of the City's church sites where senior care and central dining needs will be met. The extent to which low income seniors will be served will depend on the program established.

6. Handicapped. There are group homes of under 6 persons in Clayton. Such programs are out of the jurisdiction of the City. The City may consider a policy to promote a certain percentage of apartment units to be handicapped adaptable; however, nothing has been done at this time. Cost effects will need to be determined.

7. Farm Workers. No farm worker needs have been identified in Clayton.

8. Executive Homes. This need will be met. It is the primary market targeted by developers in Clayton.

EXHIBIT IV-6

MEDIAN PRICED HOME IN CLAYTON
$165,000 - $170,000

Costs

Loan Origination Fees = 3 points + $200.00 (includes part of closing costs)	$5,150.00
Appraisal Fees	150.00
Credit Report	30.00
Title Insurance Policy	632.00
Title Escrow	286.00
Lenders Policy	117.00
Tax Service Fees	28.00
Per Diem - 30 days interest	1,540.00
	$7,933.00
Monthly Payment - Principal & Interest	1,564.03
Property Tax (Real Estate	165.00
Insurance	30.00
Total Monthly Payment	$1,759.03

Median Income of $35,000 per annum will quality for a 30-year fixed rate loan with 20% down payment and 80% financing at:

14% - $ 80,000.00 home
13% - 85,000.00 home
12% - 90,000.00 home
11% - 95,000.00 home
10% - 100,000.00 home

This is figured on a 32/38 ratio. (32% of income goes to the mortgage and 38% of income goes to overall debts.) (Source: Adobe Savings, 1984)

Government Constraints

1. Land Use Policies

Land use policies are based on geography, history, community needs and community perceptions. The policies, whether they are written or unwritten, are embodied in the actions concerning project approval, in adoption of local ordinances and in conditions of approval. Particular concern has been expressed over the following:

a. Zoning, standards, design and setbacks. In many cases the community standards are more restrictive than conditions warrant or than other communities use under similar circumstances. Ordinance standards that appear unduly restrictive should be identified and be compared with other communities such as Lafayette, Walnut Creek, Martinez and Concord. Ordinances should be revised so that they will not serve as an impediment to development.

b. Mixture of Uses. Many communities have departed from exclusive zoning to performance zoning which allow mixed uses subject to design and compatibility considerations. Without such a concept the flexibility sometimes necessary to combine varying densities or uses in order to make a project financially feasible is lost. Pro-posals that are innovative should not be dismissed without identification of specific impacts that cannot be mitigated.

c. Prohibitions. Specific uses such as apartments have been prohibited by lack of designation, zoning or other means. It is

necessary to allow a wide variety of uses, subject to design and compatibility considerations.

Recommendation: Consider proposals within Keller Ranch for implementing the 10 to 15 unit per acre designation.

d. Density. The issue of density is directly related to the cost of land and housing affordability. There are exceptions but in general density has been used to decrease per-unit cost. The previous cap of 7.5 units per net acre has restricted the potential for townhouses, condominiums and apartments which could create a variety of density and promote greater opporunity for development. The adopted plan provides the designation of 10 to 15 units per acre but no site is so designated.

Recommendation: Consider proposals to implement the 10 to 15 acre designation on Keller Ranch.

2. On-Site Improvements

These consist of development standards for street, curb, gutter, sidewalk and right of way; construction standards of utilities including undergrounding; site amenities such as landscaping, fencing, street lights, open space and monuments. Building organizations such as the BIA and the Bay Area Council are investigating development standards and the relationship between cost and benefit. There must be a balance between excessive improvements and needs that a developer may overlook which will increase homeowner costs in the future.

Recommendation: List and identify standards and exceptional standards. Compare this list with that of other communities and remove unusual requirements.

3. Off-Site Improvements

These include the following:

a. Road improvements, including construction of sections of roadway, medians, bridges, sidewalks, bicycle lanes, and lighting.

b. Drainage improvements, including sections of channel, culverts, swales, ponding areas, etc.

c. Sewage system improvements with regard to lines or treatment plant.

d. Water system improvements, including lines, storage tanks, treatment plant.

e. Public facilities for fire, school and recreation.

Recommendation: Relate off-site improvements to specific project needs and impacts.

4. Fees and Exactions

Generally, there are two kinds of fees which must be paid by proposed housing projects. The first are processing fees, including environmental review costs. Before Proposition 13, processing fees were conducted for public protection rather than as a service to the applicant. It is now customary to require that the user of the service pay for the cost of that service. Abuse of this measure results from using the service fee concept

to provide funds for the city beyond the actual cost of processing. The City of Clayton receives only a portion of the fees necessary for any residential development. Contra Costa County collects the building inspection fees based on the size of the home. A second fee is collected to provide for services or facilities that serve the residents of housing projects. In areas with approved drainage plans, fees are collected in order to spread the cost of the improvements over all new homes. Park land or in-lieu park dedication fees are collected for each new home to provide for land and/or capital improvements to the local park system that will serve the new occupants. School districts that have been determined to lack adequate classroom capacity to serve new developments receive an impact fee from new homes within their district. The fee is based on the number of bedrooms in the new structure and is used to provide temporary structures for classrooms.

In addition to the service and facility fees collected by the City and County, there are others, such as connection and acreage fees, which are paid directly to utilities and special districts. Some of these are government bodies which formerly depended on property taxes to a greater extent. Clayton should collect fees in direct relation to the cost provision of the facility or service.

Appendix G provides a comparison of fees with those of neighboring jurisdictions.

Recommendation: Eliminate those fees that are revenue generating rather than direct cost reimbursing.

5. Processing and Permit Procedures

This aspect of development generally follows these steps:

a. Preliminary discussion takes place with the Planner, Technician and the City Engineer. Initial information is provided, questions answered, and general impressions of the project indicated by staff.

b. Preliminary plans are submitted for review to the Planning Commission. No conditions are placed on the project but recommendations may be given for revision.

c. Environmental determination is made following official submission. The determination of need for an EIR is based on sensitivity of the site, scale and character of the project and potential effects on the surrounding area.

d. General Plan amendment application is necessary for development into open space areas or for increased density.

e. Rezoning is necessary when the project does not meet designated standards. For Planned Development, a development plan, elevations, landscape plans, and other information must be submitted.

f. Tentative map is required for all subdivisions.

g. Concurrent processing can occur with the applicant's cooperation for an EIR, General Plan amendment, rezoning, development plan and tentative map. To do this, all information must be accurate and complete and consistent with policies.

h. Annexations are processed when the project is outside the City limits. Annexation petition can occur at any time.

i. Approval must be made by both the Planning Commission and City Council, including conditions and any changes in the project.

j. Improvement plans must be reviewed and approved and improvements constructed or phased.

k. Building plans are checked along with improvements.

l. Final inspection is made on the units prior to occupancy.

The speed of processing depends on the complexity of the project, its consistency with adopted plans and policies and the work load at the time. A small project where environmental issues have been resolved can go through the approval process in 3 months and through the development phase in 3 months. A larger project may take 18 months from initial submission through building permit approval. Delays beyond this time frame are attributed to the applicant or other agencies.

Recommendation: Large projects should flow from the conceptual stage through a constraints analysis then staged through successive levels of design detail. Approvals should proceed along the way. This enables the developer to reduce the overall number of issues and make his submittal more specific to implementation rather than basic approval. Processing of different phases of the application should occur concurrently to the extent possible and practical. Additional staff should be provided through the review stages to facilitate processing.

6. Availability of Land

Development in Contra Costa County has already utilized most of the readily developable land. What is left is land that has problems of varying degrees and types including: topographic constraints, lack of utilities, lack of community facilities, lack of transportation capacity and availability, and problems of compatibility with adjoining neighborhoods.

There is land amounting to about 2,400 acres within Clayton's Sphere of Influence that is slated for a combination of development and preservation of natural features. A larger amount of relatively steeper land to the southeast of the City is within Clayton's Planning Area but outside of its present Sphere of Influence.

This land cannot be served today except by well and septic tank. Most of this land is designated for Slope Conservation Land Use on Clayton's General Plan (1 dwelling unit per 10 acres minimum lot size). Based on the Land Use Element of Clayton's General Plan as revised in August, 1979, it is possible that an additional 1,400+ dwelling units, accommodating up to 4,200 people could be placed on the larger vacant parcels and infill sites over the next 20 years.

Recommendation: Physically, development can extend to Brentwood 25 miles east of Clayton. However, additional land should not be designated for development in a leap-frog manner. Since there are conflicts between State agencies concerning the use of land, some coherent statewide policy for the residential use of agricultural land should be established along with a phasing mechanism.

7. Availability and Usage of Federal and State Housing Programs

Clayton has been caught between the market forces pushing land prices beyond the reach of most families and a state and federal government that have shifted mandates onto local government with grossly inadequate support.

State and federal programs have recently demonstrated poor records of local assistance due to demands on local staff for processing, conflicting and unappropriate regulations, inability of state staff to distinguish differences between communities required to follow a single set of regulations, imbalance between subsidy and added standards, restrictions on banks and developers.

Contra Costa County has decided that despite the addition of Clayton's population to the County-wide numbers, the City does not qualify for any programs because of income. The City's small budget and ailing infrastructure have no bearing on this determination, though other communities outside the County with similar profiles are receiving aid.

Recommendation: Continue to follow availability of state and federal funds to determine if any programs are feasible for the community.

8. Property Tax

In addition to the costs of principal and interest on a mortgage, property tax and related costs add a significant amount to the total cost of housing today. Despite the passage of Proposition 13, the new or resale home in Clayton averaging about $165,000 would cost $1,650 per year plus special assessment and recurring property service fees such as sewer service and school bonds among others. In contrast, those who bought their home in Clayton 8 years ago or more, probably have seen their values more than double during that time; but are probably paying $700 or less in monthly housing payments. This difference in taxation of residential property may tend to slow down the "mobility" of home buying except for those who find it necessary to move, or for the relatively affluent whose tax bracket buffers them from this significant increase in property tax cost.

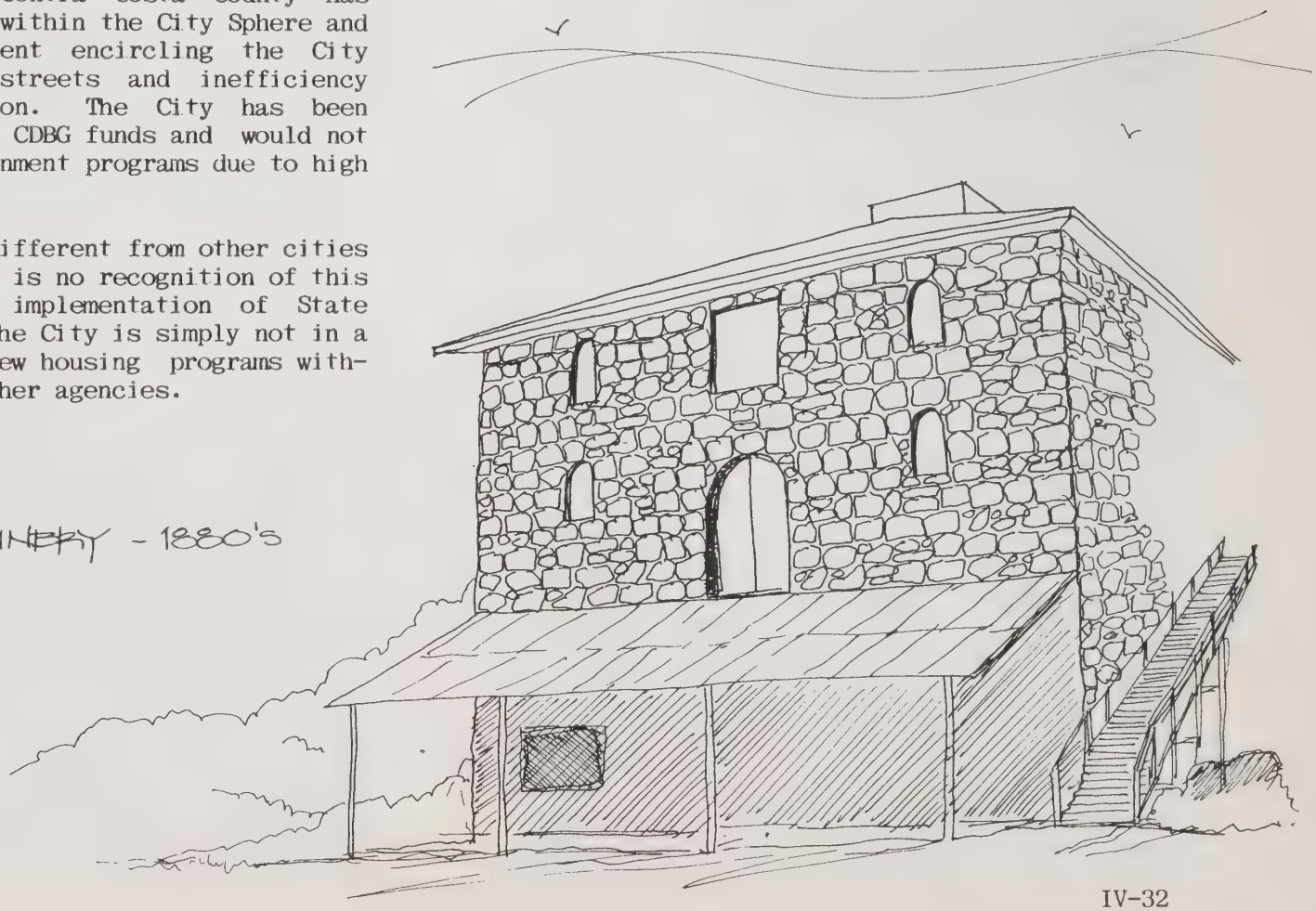
Clayton has two assessments that add to the property tax bill, a $45 per lot landscape maintenance fee and a $100 per lot police tax (July 1,, 1985). These are necessry due to the small city budget.

Recommendation: Taxes could be reduced if other forms of income could be captured by the City.

9. Clayton City Budget and Costs

The City of Clayton has a budget of $860,000 (July 1, 1985) per year. The City has a part-time City Attorney, City Engineer and Planning Director. Many City functions are handled by volunteers. The City is 960 acres in size. Approximately 15% of the parcels in the City are unsewered and capacity is restricted by the mains downstream. Contra Costa County has approved subdivisions within the City Sphere and may approve development encircling the City despite use of City streets and inefficiency created by this action. The City has been denied application for CDBG funds and would not qualify for most government programs due to high income levels.

This circumstance is different from other cities in the County. There is no recognition of this difference with the implementation of State housing guidelines. The City is simply not in a position to generate new housing programs without assistance from other agencies.



MT. DIABLO WINERY - 1880's

COMMUNITY DESIGN ELEMENT

COMMUNITY DESIGN ELEMENT GOAL

OVERALL COMMUNITY DESIGN OBJECTIVES AND POLICIES

SCENIC HIGHWAYS OBJECTIVES AND POLICIES

TOWN CENTER OBJECTIVES AND POLICIES

IMPLEMENTATION MEASURES

DESIGN FEATURES OF THE COMMUNITY

SCENIC ROUTES

TOWN CENTER BOUNDARY

TOWN CENTER CIRCULATION

TOWN CENTER LAND USE

COMMUNITY DESIGN

5

COMMUNITY DESIGN ELEMENT

GOAL

To maintain the rural and historical character of Clayton in the central area of the City and its neighborhoods.

OVERALL COMMUNITY DESIGN

Objective 1

To establish an Historical Area where structures and sites of historical significance are situated.

Policies

1a Develop criteria for designating sites of historical significance.

1b Establish criteria for design review of structures within the Town Center.

1c Use the Historical site concept as the focal point for development of commercial within Clayton's Town Center.

1d Pursue measures to promote attention to historic sites and structures.

Objective 2

To maintain landscape and natural vegetation found in Clayton as a means to provide greenery, open space, development buffer and rural atmosphere.

Policies

2a Maintain the greenbelt system as an edge to streets and development.

2b Identify areas where vegetation should be preserved.

2c Require creative landscaping for new developments.

2d Use vegetation as screens to development.

2e Coordinate street landscape.

2f Promote concepts such as landscape districts to provide and maintain vegetation.

Objective 3

Promote use of the greenbelt system to encourage non-motorized travel throughout the city.

Policies

3a Provide signs for the greenbelt system to encourage its use.

3b Include standards for enhancement and maintenance of the greenbelt/park system in the subdivision ordinance.

3c Safeguard direct access to points within the greenbelt system for emergency and police vehicle access.

Objective 4

To facilitate circulation within Clayton without encouraging through traffic.

Policies

4a Use the linear form of the Clayton Valley as the basis for directing traffic to either side of the valley floor.

4b Minimize congestion by controlling arterial interesections.

4c Locate major arterials and collector streets on the periphery of the central area.

Objective 5

To protect and enhance views of the foothills and Mt. Diablo.

Policies

5a Protect scenic vistas.

5b Prevent development of ridgelines.

5c Evaluate developments as to their effect on scenic qualities of the Clayton area.

Objective 6

To prevent aspects of urban blight.

Policies

6a Continue to require undergrounding of utilities within new subdivisions.

6b Control illuminated advertising in the Town Center.

6c Promote alternative measures for needed sound attenuation in order to prevent unsightly or endless walls.

6d Design parking lots with ample screening and vegetation.

6e Investigate formation of underground utility districts in the Town Center and other areas.

Objective 7

To establish design criteria for different areas of the community.

Policies

7a Develop design criteria for commercial development along Kirker Pass.

7b Develop standards for residential subdivisions promoting design and diversity.

7c Coordinate design plans citywide with those of the Town Center.

SCENIC HIGHWAYS

Objective 8

To provide a continuous, varied scenic route system coordinated with Contra Costa County's system and scenic corridors of Concord and Walnut Creek.

Policies

8a Select routes for scenic designation that are highly travelled and provide strong visual amenities.

8b Coordinate Clayton routes with other scenic routes in the region.

Objective 9

To establish a right-of-way/corridor system that will enhance visual and cultural amenities of the scenic route.

Policies

9a Use a boundary of 1000 feet on each side of the centerline of the route as the basis for scenic project review until a view oriented plan can be prepared.

9b Provide map indicating boundaries.

Objective 10

Cooperate with property owners on alternative means to allow development that is compatible with the scenic corridor objectives.

Policies

10a Identify criteria for "scenic" review of development.

10b Encourage property owner solutions to conflicts between development and view enhancement.

TOWN CENTER

Objective 11

To create a cohesive village ambiance within the Town Center.

Policies

11a Establish the limits of the Town Center based on physical and land use criteria.

11b Promote the land uses necessary to strengthen and enhance the Town Center including specialty retail and office.

11c Identify areas for buffer and transition design.

11d Designate the area within the Town Center as Town Center Commercial permitting either retail or office on the ground floor and residential on the second story subject to review for design and compatibility with adjacent uses.

Objective 12

To integrate plan elements to provide a focal point for the community that will satisfy the community's shopping, cultural and civic needs.

Policies

12a Maintain an inventory of important downtown features, historic sites, structures, etc.

12b Use existing historic structures as the basis for and overall design theme.

12c Establish architectural standards and criteria for new development.

12d Identify public and private improvements necessary to implement the Town Center plan.

Objective 13

To develop the circulation configuration that will least disrupt community activities.

Policies

13a Reduce dependence on any single street in the Town Center by developing a northern bypass and upgrading Main and Center Streets for a traffic split.

13b Strengthen the greenbelt system visually and functionally as a non-vehicular route to the Town Center.

Implementation Measures

1. Establish a list of appropriate landscape vegetation for Clayton.

2. Prepare a scenic route view corridor map, identify specific features to be preserved, and identify appropriate measures for City action.

3. Prepare an updated improvement program for Town Center.

4. Establish an inventory of important downtown features.

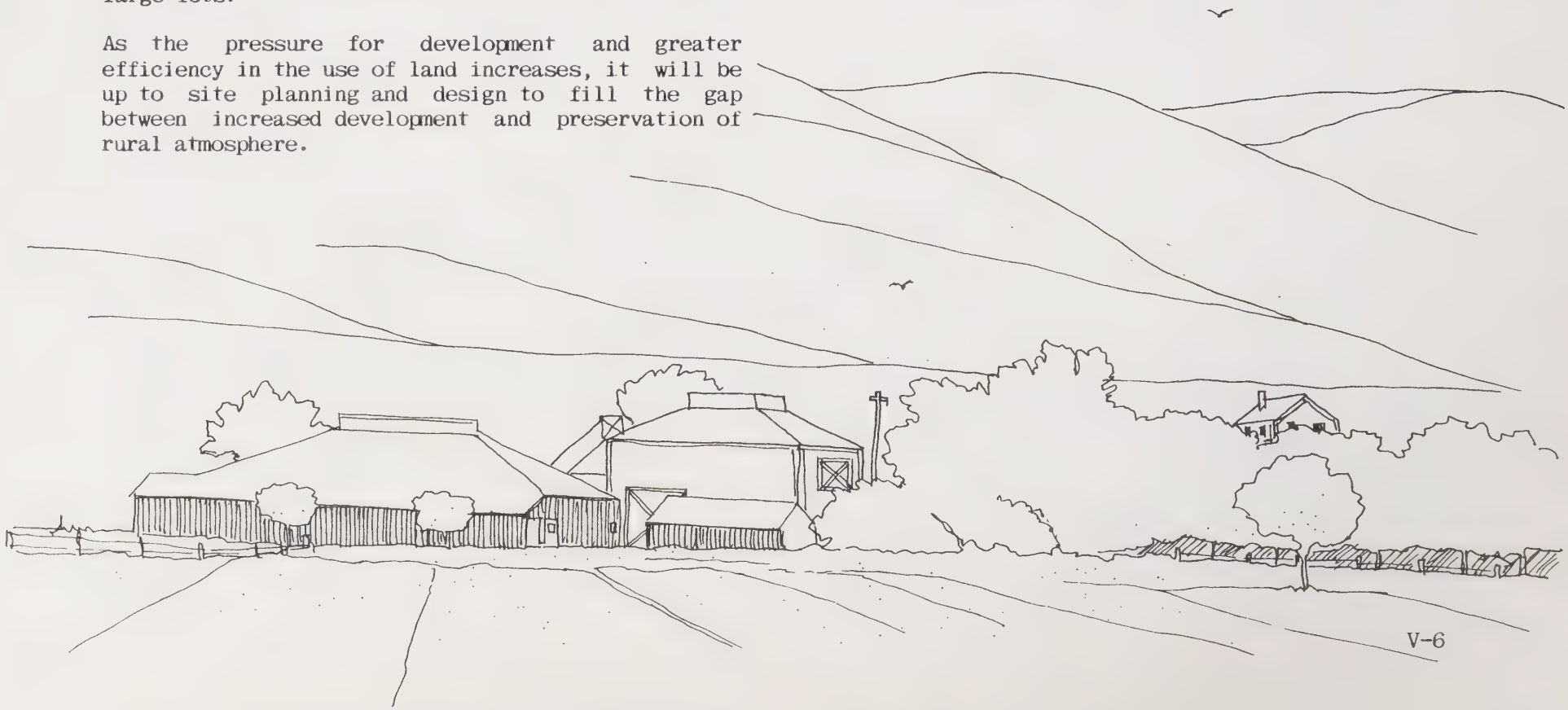
5. Establish architectural standards and criteria for new development.

6. Investigate establishment of an underground utility district.

DESIGN FEATURES OF THE COMMUNITY

In previous surveys, the residents of Clayton responded that they were attracted to the community by the rural atmosphere, village environment, quiet, and open space. They felt that development should be rustic in nature, that there should be a clearly defined central business district as opposed to neighborhood centers. Features to be preserved included clean air, trees, open space, surrounding hills, rural feeling and natural arroyos. In planning a residential neighborhood, residents emphasized preservation of trees and natural terrain and preferred new development to be custom homes on large lots.

As the pressure for development and greater efficiency in the use of land increases, it will be up to site planning and design to fill the gap between increased development and preservation of rural atmosphere.



COMMERCIAL

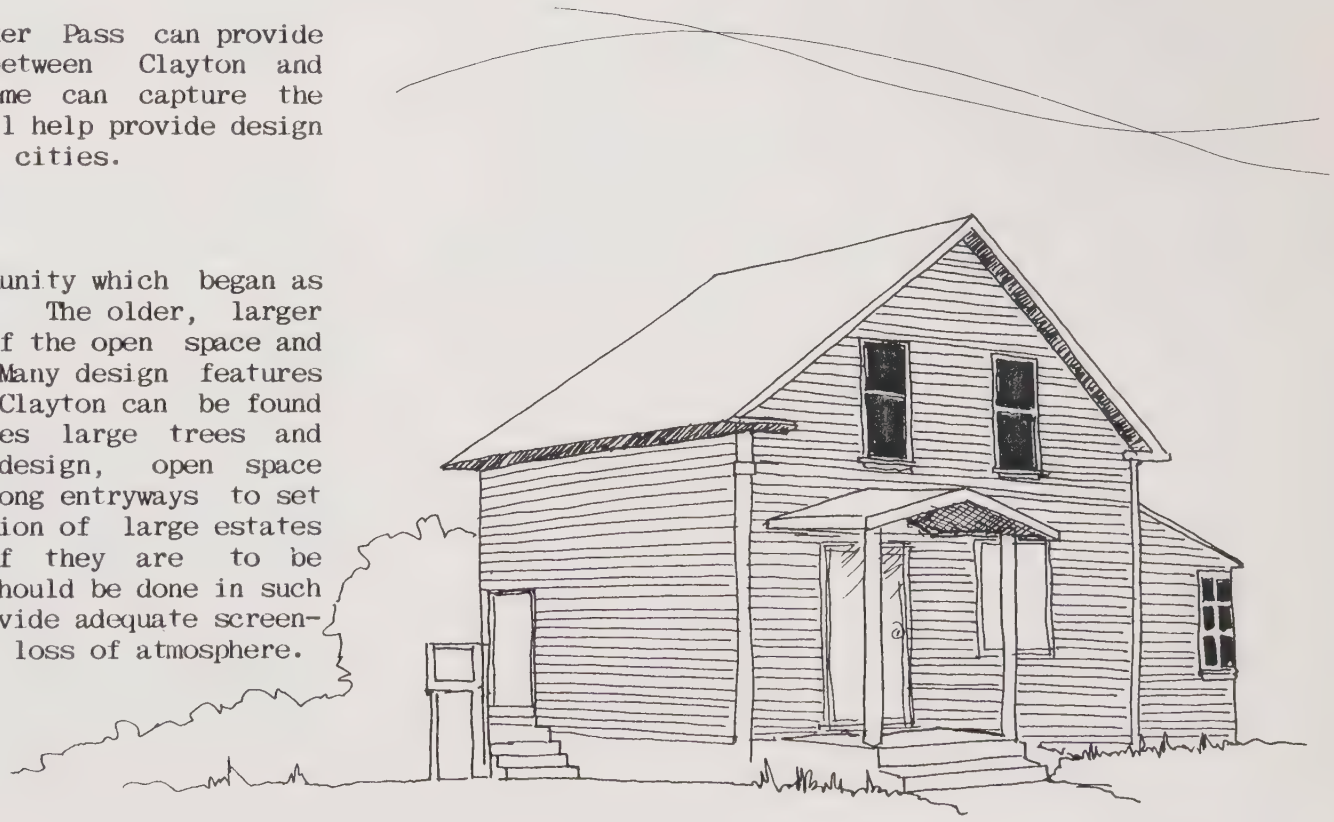
New commercial development will be located in two areas: along Kirker Pass and in the Town Center. Commercial designations will include retail and office uses. Service commercial, such as contractor yards or auto garages, are to be discouraged. Development of commercial uses is important for Clayton to retain sales tax, to reduce dependence on commercial facilities in Concord, to provide convenience to residents and to allow for diversity of appearance.

Commercial development on Kirker Pass can provide distinction in appearance between Clayton and Concord if a coordinated theme can capture the character of Clayton. This will help provide design separation between the adjacent cities.

RESIDENTIAL DEVELOPMENT

Clayton is a residential community which began as individual homes on large lots. The older, larger lots are responsible for much of the open space and vegetation of the community. Many design features that capture the character of Clayton can be found in these sites. This includes large trees and shrubs, unique residential design, open space vistas, stock fences, barns, long entryways to set back units and houses. Retention of large estates should be encouraged, but if they are to be redeveloped, then development should be done in such a way as to preserve trees, provide adequate screening from roads, and prevent the loss of atmosphere.

New development has occurred in subdivision tracts. Many tracts are similar in character and it is important to seek sufficient diversity to allow distinction between different parts of the community. New development standards should include retaining existing contours to the extent possible and preserving existing trees. New landscape should provide a combination of screen and cluster. Alternative forms of sound attenuation should be developed to prevent endless unbroken walls.



BELIEVED JOEL CLAYTON'S SECOND HOUSE

CIRCULATION

The street system in Clayton includes an urban standard and a rural standard. New streets built at the urban standard include a full section with street, curb, gutter and monolithic sidewalk. Streets built to rural standards may not have curbs, road side ditches, meandering pathways and parking bays. Older areas of town were built in the County with rural roads. These routes are extremely narrow, are poorly paved, and irregular in development. However, they maintain a sense of character due to the vegetation, the diversity of appearance, and limited setback.

In the development of new streets, alternative non-monolithic sidewalk concepts are desirable particularly in greenbelt areas. In hillside areas where adequate right-of-way exists, the grade separation of streets and use of one-way streets can also provide a high degree of visual interest while reducing grading of the hillside. A split street concept is illustrated below.

Exhibit V-1

Scenic Thoroughfares

SCENIC ROUTES

The scenic routes and corridors are those thoughfares through Clayton indicated in Exhibit V-1. These routes have been selected due to the incidental and panoramic view of Mt. Diablo, the foothills surrounding Mt. Diablo and the border vegetation along the route.

Clayton Road

This route extends from Kirker Pass to the Town Center.

Marsh Creek Road

This route extends from the eastern limits to the Town Center.

Concord Boulevard

This route will extend from Kirker Pass to connect with Marsh Creek Road.

The scenic corridor concept is illustrated in Exhibit V-2.

Exhibit V-2

Scenic Corridor Concept

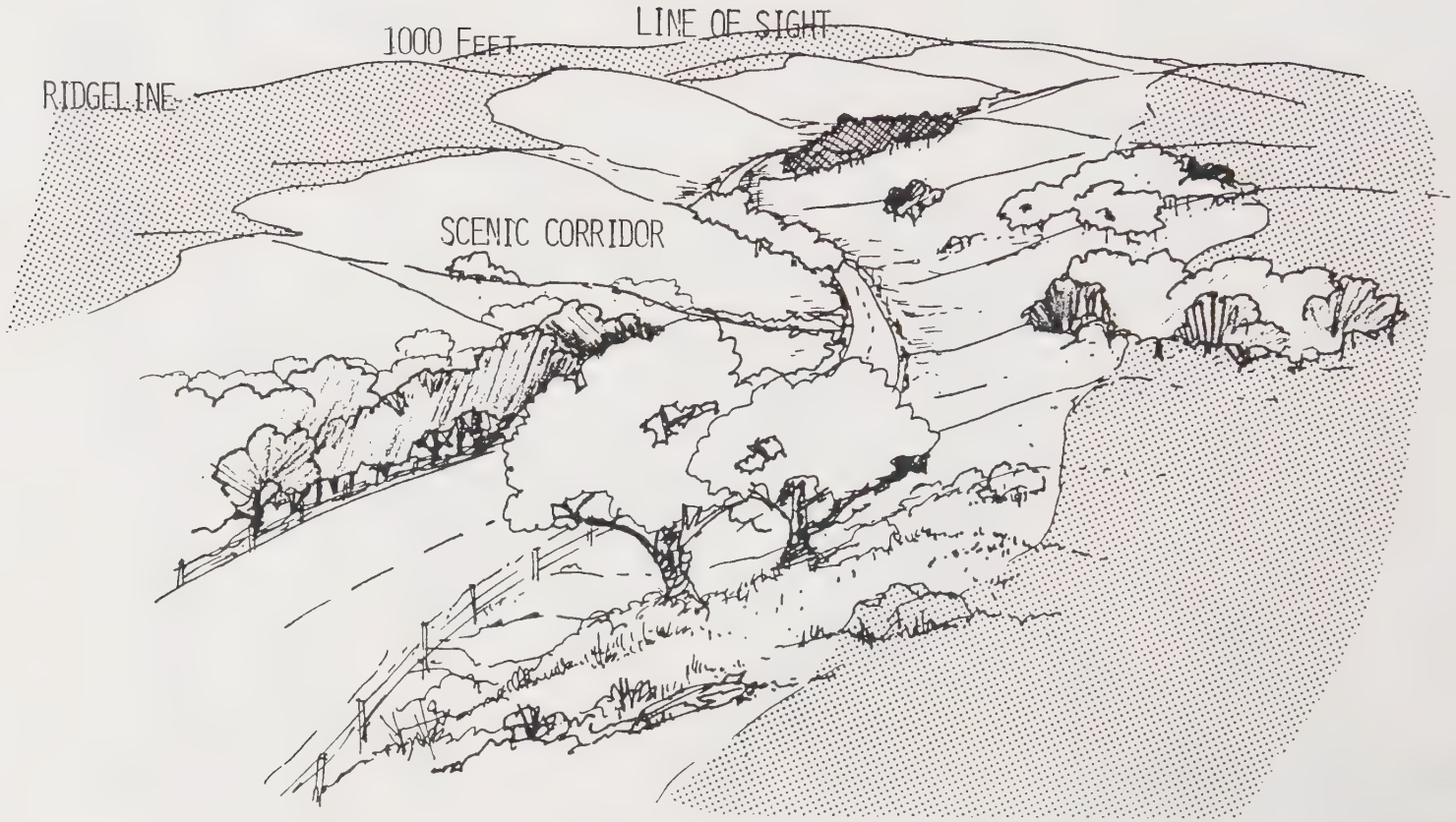


Exhibit V-3

Physical Characteristics of the Town Center

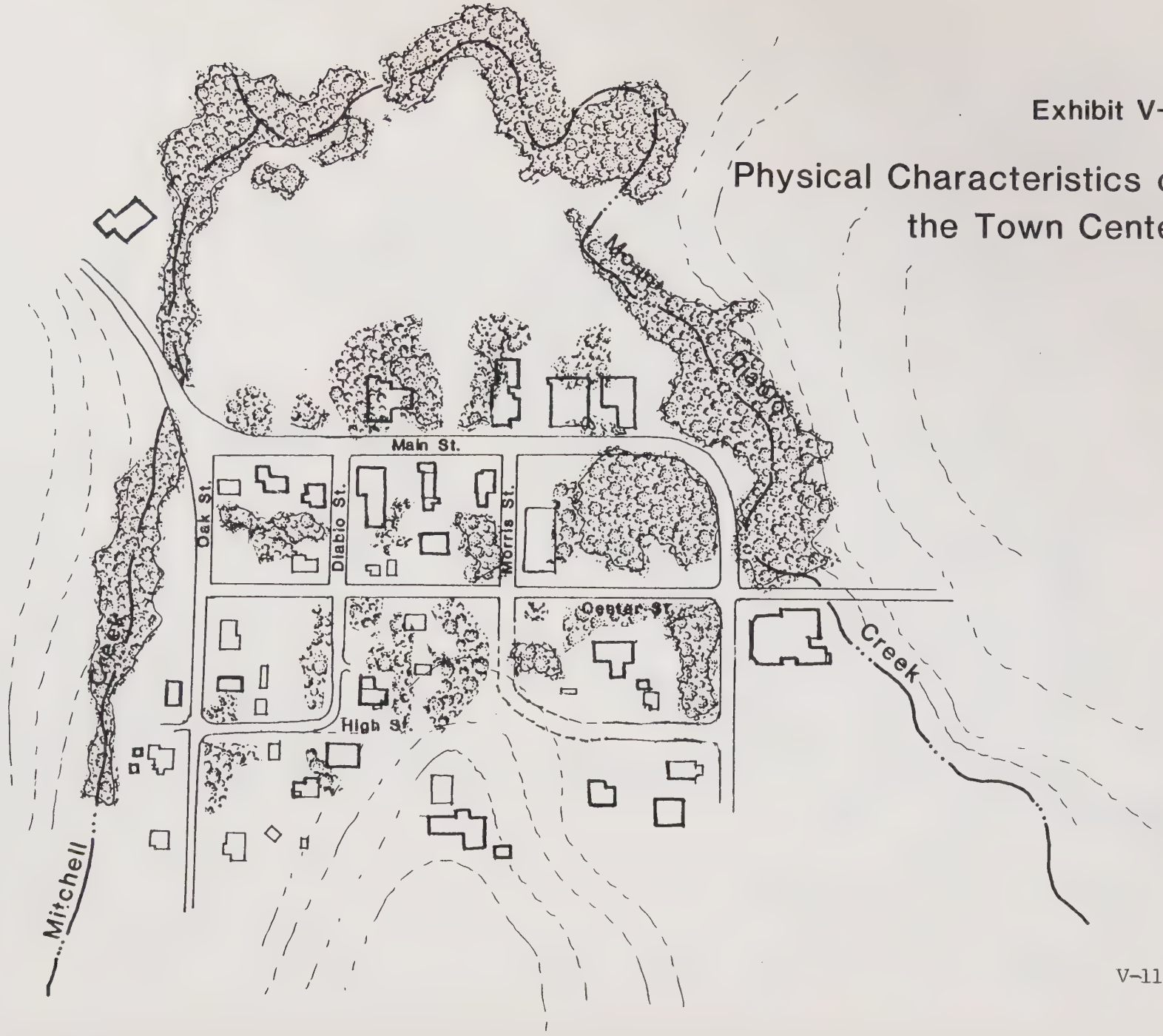


Exhibit V-4

Town Center Land Use

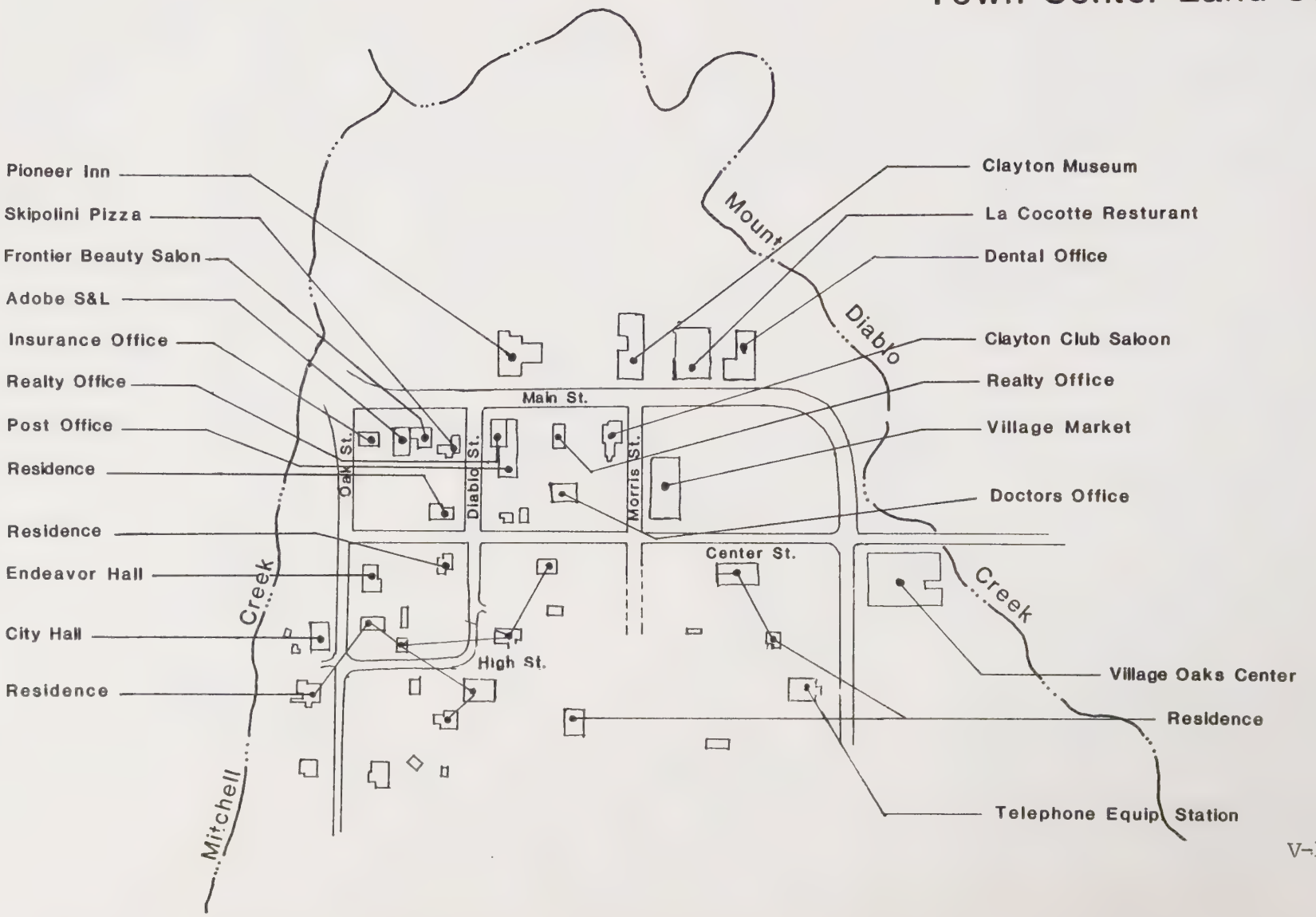


Exhibit V-5

Proposed Limits of the Town Center

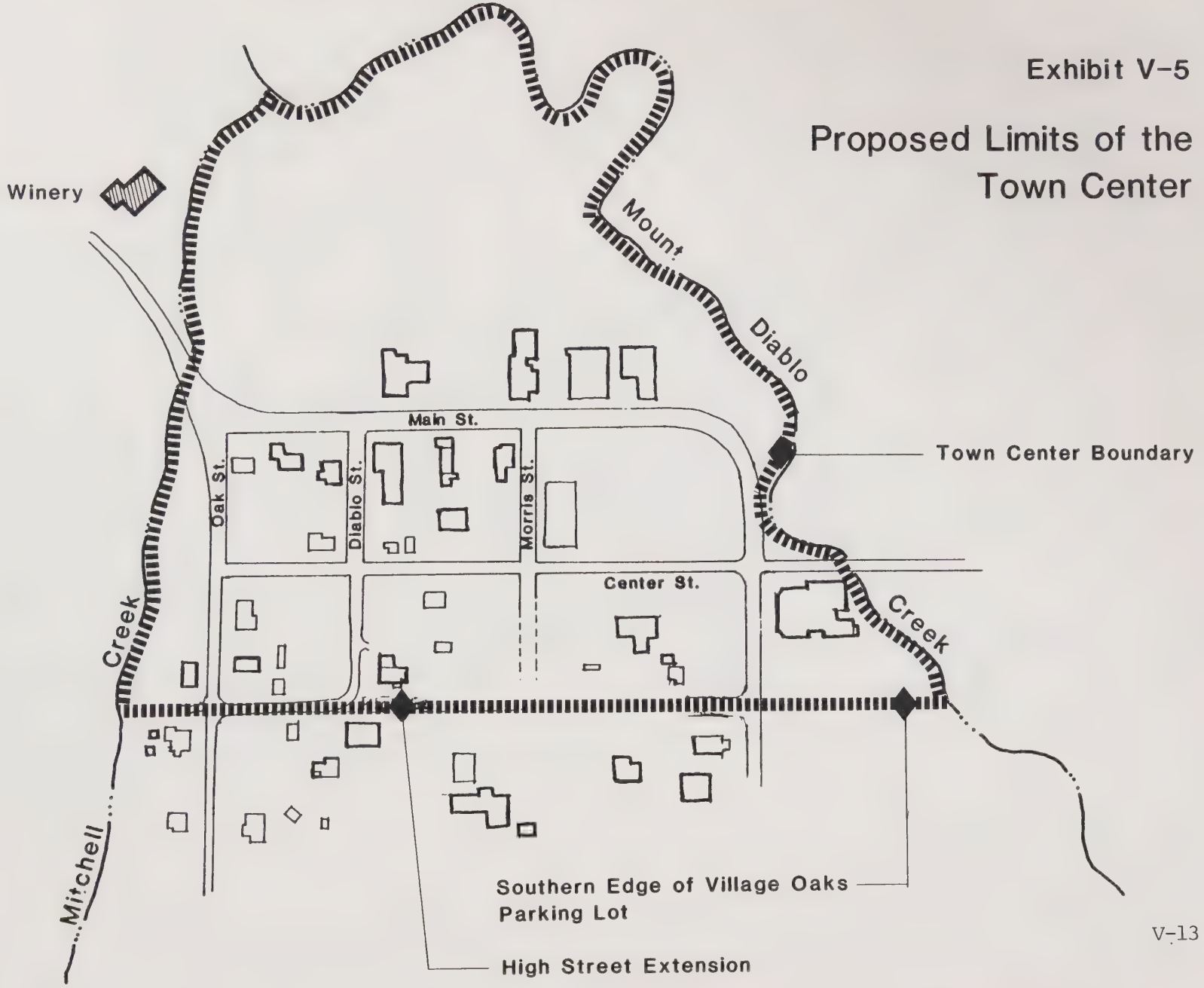
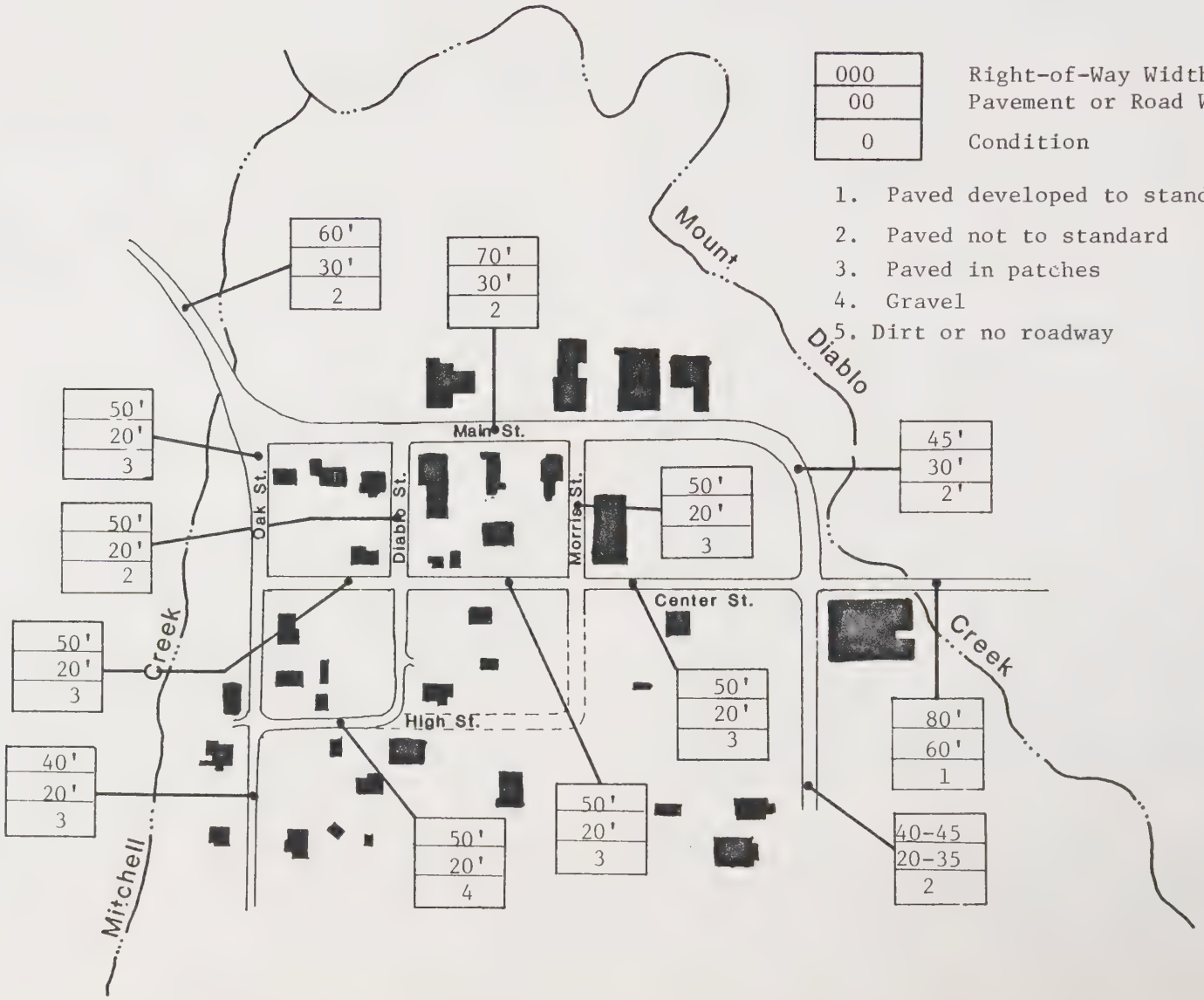


Exhibit V-6

Town Center Circulation



TOWN CENTER BOUNDARY

The Town Center will be the core of commercial and administrative facilities serving Clayton. The present business area lies on both sides of Main Street and generally extends from Oak Street east to Marsh Creek Road. The district features a number of older residences and small retail uses. Commercial zoning currently exists on both sides of Main Street.

From a design standpoint, the Town Center limits should be based on limits that are readily apparent. These factors include physical topography of creeks and hillsides, circulation features, existing land use patterns and adequate area to provide necessary transition or buffer between the Town Center and residential areas.

The Town Center boundary, particularly after the area has been developed, should be clear to the average observer as well as the land owner. Land uses, landscape, roads and other features are used to reinforce the Town Center concept and boundary.

Exhibit V-3 provides the physical characteristics of the Town Center area. Exhibit V-4 provides the land use patterns of the Town Center area. Exhibit V-5 provides the proposed limits for the Town Center based on considerations mentioned above.

Boundaries to the Town Center that are visually clearest are to the west and north. The west side of the center area is reinforced by hillside, creek and city ownership. The north side is delineated by the confluence of Mitchell and Mt. Diablo Creeks which create a vegetative edge. The eastern boundary is limited by Mt. Diablo Creek and existing residential development. The boundary to the south is limited by an increase in elevation; however, the boundary is indefinite along Oak Street and Marsh Creek Road. This is where care must be taken to establish the limits of the Town Center to prevent strip development. The southern boundary shall be the southerly limits of Village Oaks and the PT&T building.

There are two exceptions to the Town Center limit. First, it may be necessary to extend the designation to the DeMartini Winery to enhance its viability as a facility. Second, an isolated site for commercial development has been approved previously at Mountaire Parkway and Marsh Creek Road. The area between the commercial site at Mountaire and the PT&T building should remain residential to prevent creation of a commercial strip.

TOWN CENTER CIRCULATION

Circulation issues that will affect the design and character of the Town Center area include the arterial configuration for through and local traffic, collector street location, boardwalk and sidewalk design, parking location and greenbelt system integration. Town Center circulation features are provided in Exhibit V-6.

Arterials

Basic to the concept for the development of a unified pedestrian-oriented Town Center was the decision in previous plans to relocate through traffic from Main Street one block south to Center Street. The current pattern provides a mix of traffic on Main Street. The advantages of this pattern are its historical use and high visibility of existing business. The disadvantages of this pattern are division of the downtown area, mixture of local and through traffic, congestion, high potential for accidents and difficulty in expanding upon the historic character.

The Center Street alternative is indicated in Exhibit V-7. The advantages of this pattern are the historic commitment, the elimination of traffic from Main Street, the expansion of commercial area and the improvement of a poor roadway.

The disadvantages for this pattern of development are elimination of two houses, an imposition of a new pattern on existing uses, difficult curves for truck maneuvering, loss of commercial land to right-of-way expansion and costly road reconstruction.

The northern route alternative provides the main thoroughfare as indicated in Exhibit V-8. Its primary advantages are expansion of Town Center area to the north. There are no structures to acquire, a view of the Town Center is maintained and there is no impact on existing business except possibly the winery property.

Its disadvantages are unknown status of right-of-way, costly fill and roadway construction, possible condemnation needs, loss of land and negative impact on the winery.

Center Street has been the adopted route. A committee of town merchants and owners have strongly supported the northern alternative.

The Town Center Circulation Plan adopted by the 1984 General Plan Committee established a compromise among the issues of Town Center circulation.

Main Street would remain the truck route at the present time and be expanded to an 80-foot right of way.

Center Street would be developed to a standard 60-foot right of way.

An additional 2 lanes would be routed up the grade between Main Street and the elementary school as environmentally sensitive a manner as possible. This would extend to a northern bypass built parallel to Main Street upon the development of Keller Ranch. At that time engineering and environmental studies will be used to insure the following:

a. That there would be no significant adverse impact upon Cardinet Glen.

b. That the route selected create the least adverse impacts.

c. That the impact upon the meadow and area vegetation be reduced and mitigated.

d. That environmental and aesthetic effects be considered and mitigated.

The Main Street connection between Marsh Creek Road and Clayton Road is ultimately planned to accommodate four travel lanes with parking on one side (or two bike lanes) on the portion of the road system within the Town Center. This will accommodate up to 24,000 cars per day when completed. The right-of-way should be obtained for the uphill portion for widening to four lanes as needed.

Marsh Creek Road is also designated as an arterial in the circulation plan. It is planned to be a 60-foot roadway within an 80-foot right of way that will accommodate two travel lanes, two bike lanes and on-street parking until there is the need to provide four travel lanes.

Ultimate design of traffic through the Town Center area must include separation of through traffic from Town Center destination traffic.

Exhibit V-7

1981 - Town Center Plan

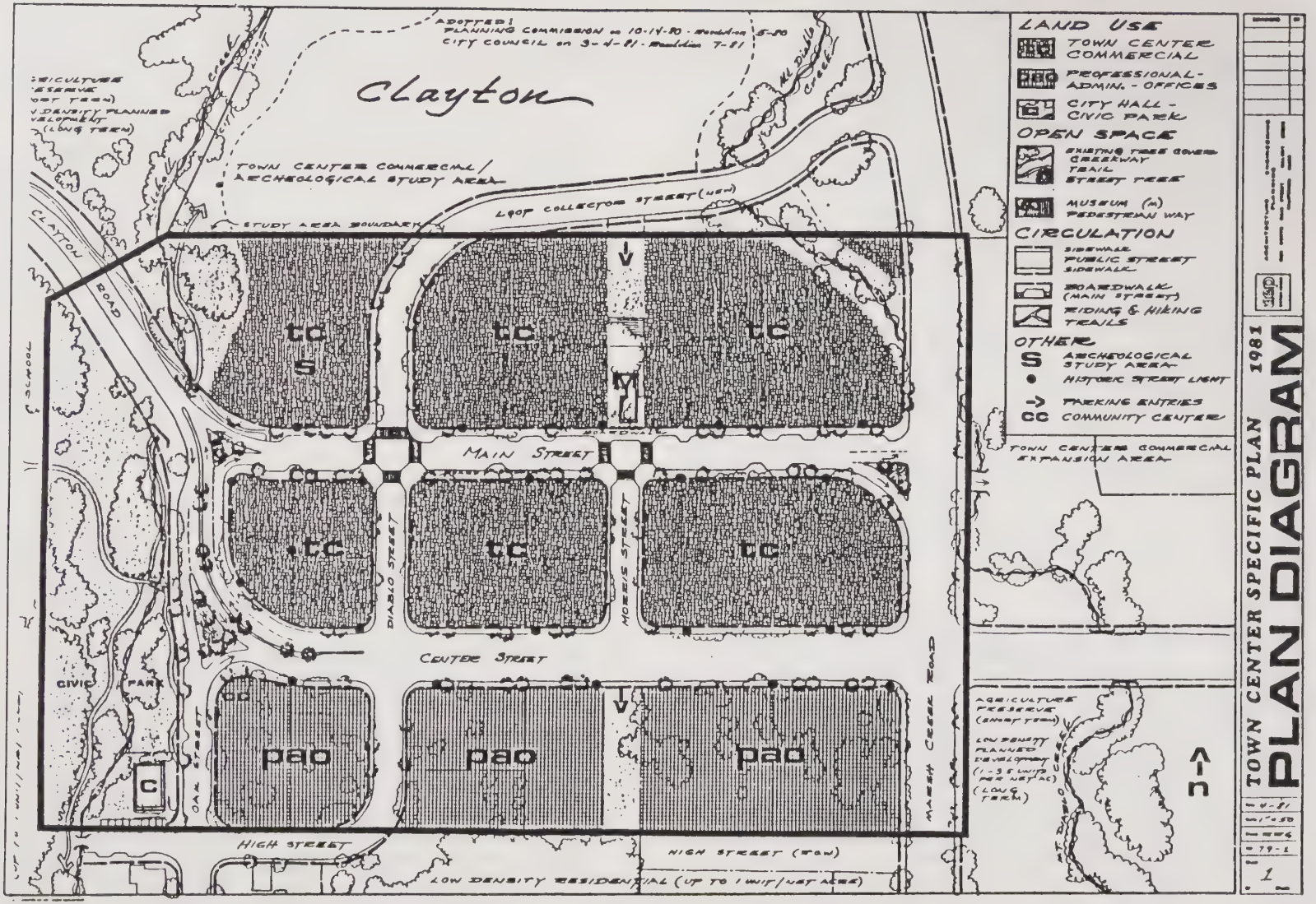
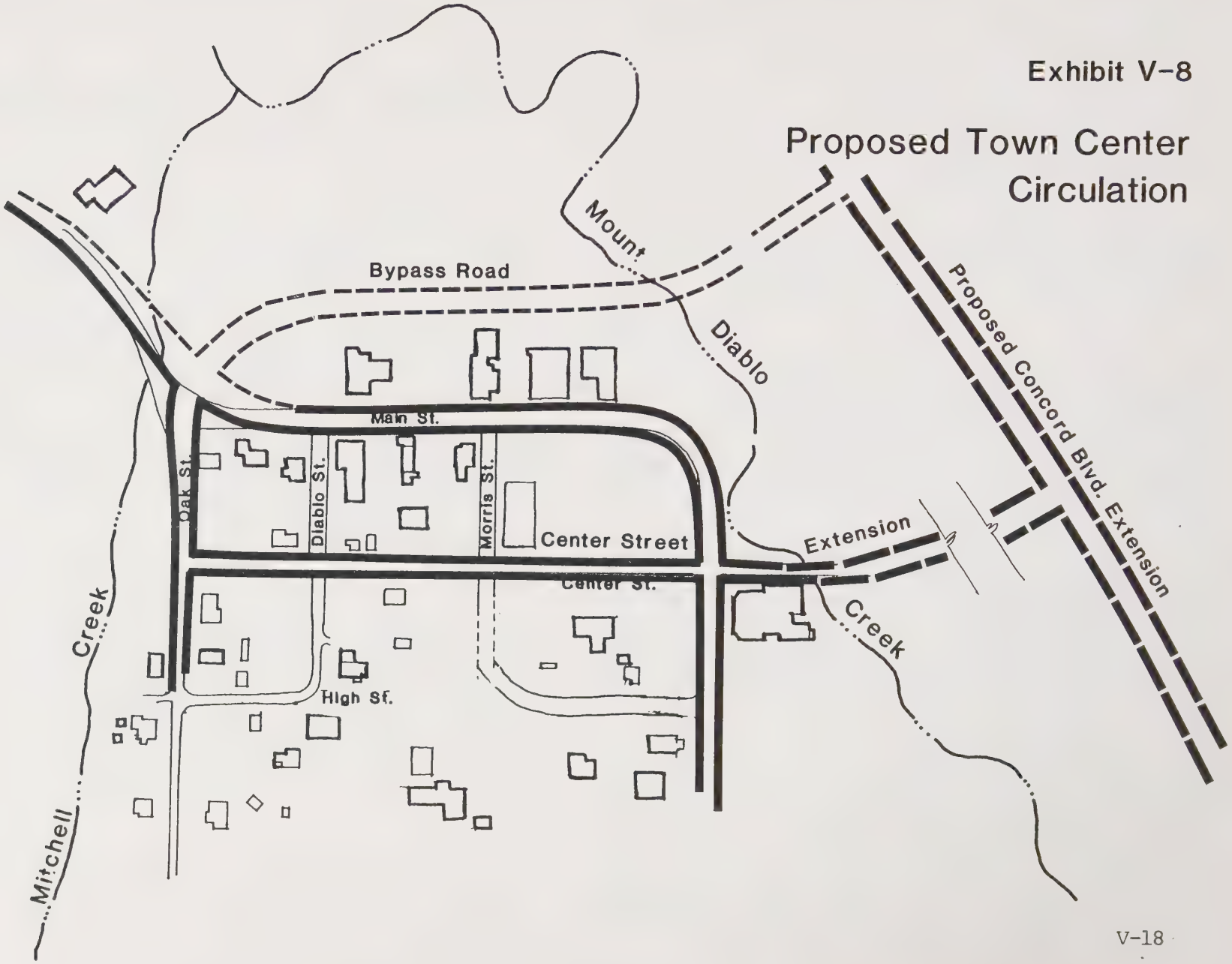


Exhibit V-8

Proposed Town Center Circulation



Design attention must be given to Clayton Road and Marsh Creek Road to maintain vistas and provide introduction to the upcoming Town Center. Placement of vegetation, directional signs and construction will provide the means to strengthen the Town Center image.

Main Street, between Oak Street and Marsh Creek Road, has a 70-foot right-of-way that can be used to accommodate two wide travel lanes (14 feet), two off-street parking bays (9 feet), two boardwalk/sidewalk/streetscape areas (12-feet). Changes in design and right of way for streets within the Town Center will be considered in subsequent engineering and design studies. Precise alignments will be determined based on circulation criteria.

Boardwalks and Sidewalks

A combination of boardwalks and sidewalks is proposed for all public streets within the Town Center. The boardwalks would be composed of wood, bomanite or other approved material or texture.

As Main Street is envisioned to be the major shopping street in the future, widths of 8 to 12 feet for the boardwalks are planned on this street. Sidewalks on other streets would have a minimum width of 5 feet. The intersections of Morris and Diablo with Main Street are proposed to have special paver treatment as primary pedestrian crossings. Design standards for sidewalks are provided in Appendix C.

Parking

It is recommended that parking areas be constructed at strategic locations to intercept inbound shopper traffic from the major approach streets. In order that a pedestrian-oriented shopping area concept be implemented, there should be a minimum number of parking areas, located and landscaped in such a way that they do not become the dominant characteristic of the center, yet large enough that patrons do not have to drive from area to area in search of parking. Existing and proposed parking is indicated in Exhibit V-9. Parking design standards are provided in Appendix C.

Greenbelt System in Town Center

The greenbelt linkages to the Town Center must be identified and marked. To prevent congestion and conflicts between path users, funds should be set aside to provide pathway separation between equestrian, pedestrian and bicycle traffic.

As envisioned in the Trails Plan for the City, trails will be provided along both Mt. Diablo and Mitchell Creeks to provide access to and through the Town Center Area. Additional trails within the Town Center are not proposed, but hitching posts may be encouraged on the edge of the Center if equestrian-related uses are built.

Bicycle Routes

Bicycle traffic will be diverted to bicycle lanes within greenbelt areas and along arterial routes to the extent possible.

Exhibit V-9

Existing & Proposed Parking Lots

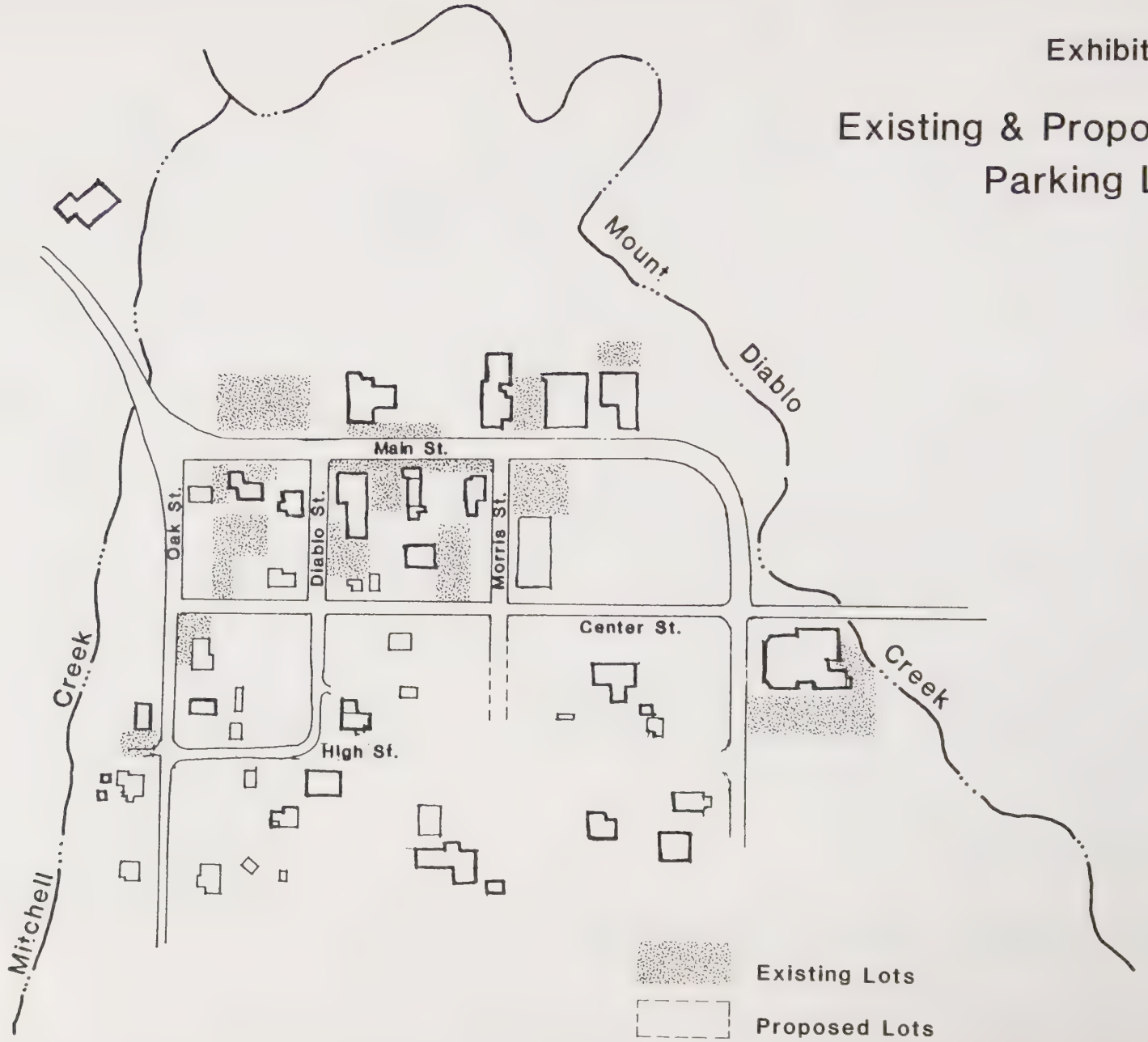
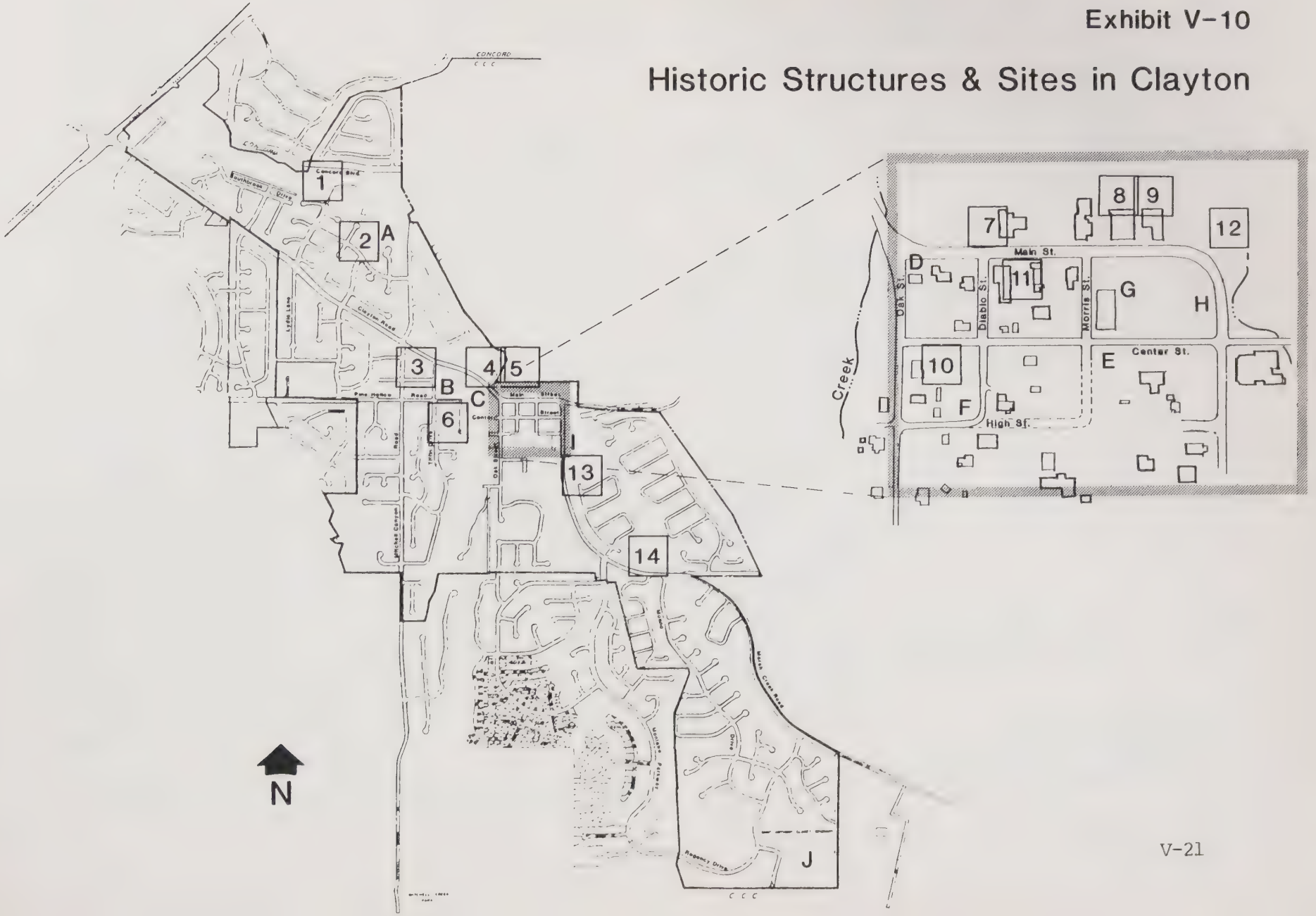


Exhibit V-10

Historic Structures & Sites in Clayton



HISTORICAL BUILDINGS

1. Hurd Home (Yolanda Ranch Site)
2. Jeffry Homestead
3. Douglas Home (Clayton Road)
4. De Martini Winery
5. Keller Mansion (currently in County)
   a. Foundation ruins of the Old Dairy Cellar of Joel Clayton's;
   b. Mounds of Temescal;
   c. Site of the two graves of Joel Clayton's children;
   d. Barns and outbuildings;
   e. Indian Temescal within the creek on property.
6. Will Frank home on Pine Hollow Road
7. Pioneer Inn (former stage stop)
8. Clayton Museum
   a. Joel Clayton Home;
   b. Pape House.
9. La Cocotte Restaurant
10. Endeavor Hall (Community Hall)
11. Clayton Club
12. Clayton Town Center Street Lamps
13. Stranahan Winery (Diablo Horse Center)
14. Easley Homestead
    a. Mt. Diablo Winery

HISTORICAL SITES

1. Heritage Oak Trees on Four Oaks Lane
   a. Trees on Jeffry property
2. Site of Mt. Diablo Elementary School
3. Bully Ingram's Cave Site (Oak and Main)
4. 6000 Main Street; site of Blacksmith Shop and First City Hall
5. Site of Congregational Church (Diablo and Center)
6. Dutch Trette House (Diablo and Center) old blacksmith
7. Keller and Doug Mitchell Home (site of Williams Market)
8. Eucalyptus Grove
9. Stranahan Farmhouse (Diablo Horse Center)
10. Seminary

EXISTING LAND USE

The land uses of the Town Center are provided in Exhibit V-4. The sites and structures with historic merit in the Town Center are indicated in Exhibit V-10. The structures should be preserved and restored to the extent possible since they provide a link to the past and promote a diversity of appearance. Vegetation must also be preserved. The tall trees contribute to the rural feel of the community as well as provide physical landmarks signifying the Town Center.

TOWN CENTER PLAN

The plan is indicated in Exhibit V-11. A series of uses will be incorporated into the plan. The primary designation will be Town Center (TC). It will permit the following uses:

Retail Commercial

Retail stores, specialty shops, convenience shopping facilities, restaurants, and service commercial.

Professional Office

Professional administrative offices, public and quasi-public facilities.

Accessory Uses

Medical and dental laboratories, printshops, storage facilities and similar supportive services. These uses will require review for compatibility with the retail/office functions of the Town Center.

Residential Uses

Second-story residential uses shall be permitted subject to review for design and compatibility.

Greenway

Comprising about 10% of the total Town Center area, the greenways along both Mitchell Creek and Mt. Diablo Creek are intended to serve several important functions within the Town Center area. Greenways provide identifiable open space entries to and from the Town Center. Their designation preserves the natural topography and tree cover within the riparian corridor, and greenways contain riding and hiking trails through the Town Center. Wherever possible, these areas should be either owned by the City of Clayton or controlled by the City through an open space easement. As greenbelts become part of public ownership and use, they will be maintained by the City as part of the Landscape and Maintenance Improvement District.

Open Space

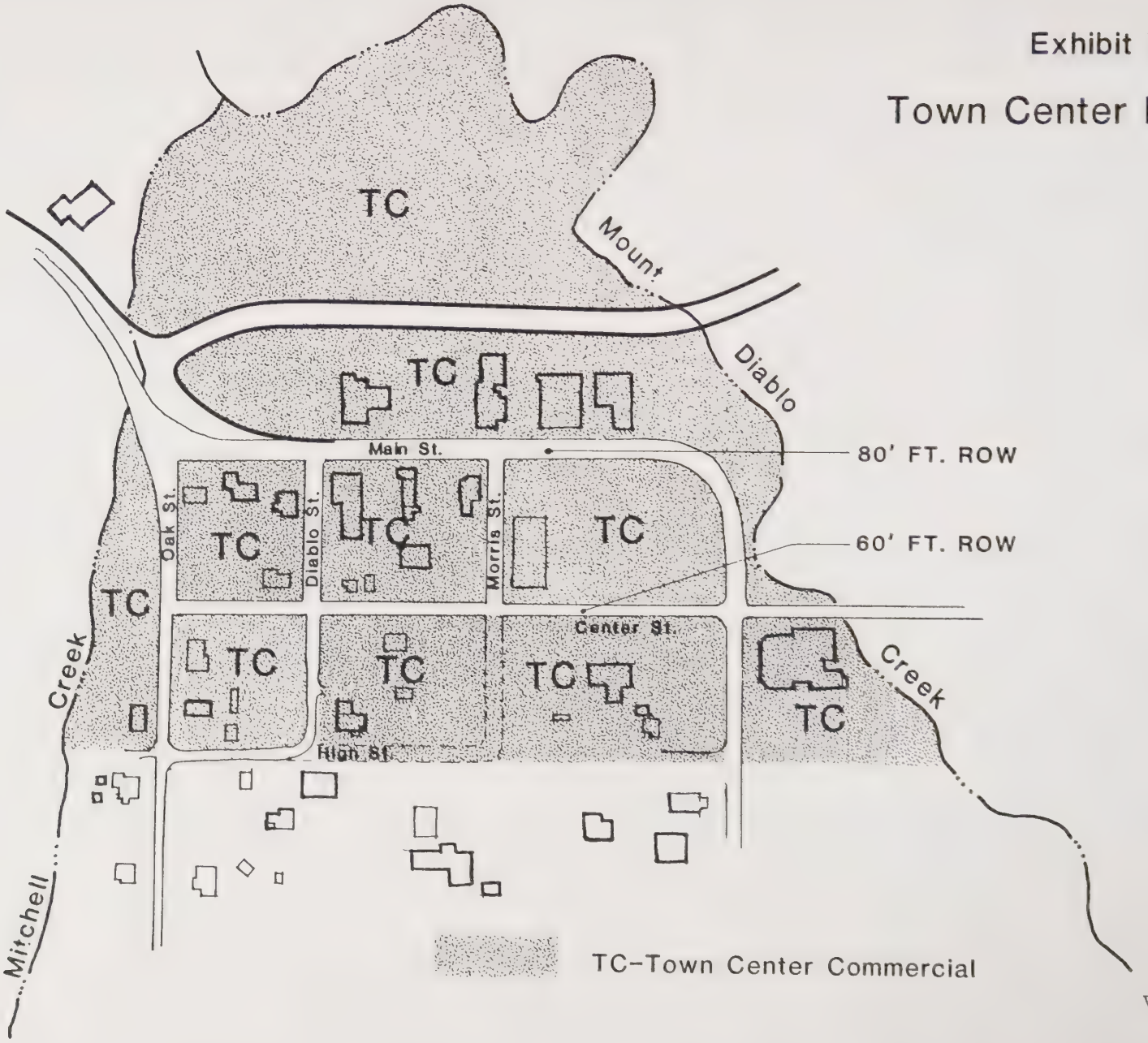
Open space preservation must be incorporated into site plans to preserve significant trees, archaeological sites and areas adjacent to creeks.

Landscape

The most striking feature of the downtown area is the eucalyptus grove which requires maintenance to keep the trees healthy and prevent them from becoming a hazard or nuisance. Other area landscape has evolved haphazardly over the years. Thick clumps of mixed vegetation provide a unique flavor in contrast to the symmetric, manicured, sparse vegetation of other Central County communities. It is important that vegetation be drought resistant and planted where there is adequate space to expand.

Exhibit V-11

Town Center Plan



IMPEDIMENTS TO TOWN CENTER DEVELOPMENT

1. Provision of adequate facilities including streets, sidewalks, parking areas, sewer, water, drainage.
2. Unknown status of Keller Ranch.
3. Through circulation.

ISSUES

1. Winery and Keller Ranch buildings should be incorporated into the Town Center area. Once their ultimate use is established.
2. Open space areas should be retained.
3. Outdoor spaces for informal meeting need to be identified.
4. Residential development in conjunction with Town Center commercial needs to be promoted.
5. Through Town Center circulation and gateway issues need to be resolved.

IMPLEMENTATION MEASURES USED

1. Design review of new projects.
2. Sign control.
3. Screening and landscape requirements.
4. Location of greenbelts.
5. Adequate grading controls.
6. Tree Planting.
7. Undergrounding utilities.
8. Hillside development review.

IMPLEMENTATION MEASURES POSSIBLE

1. Underground utilities district.
2. Road plan development standards. Master plan of street grades, storm drainage, sanitary sewers and water.
3. Redevelopment designation, assessment district and of methods of funding for improvements.
4. Historic preservation.
5. Height limitation.

OPEN SPACE/CONSERVATION ELEMENT

GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

OPEN SPACE CONSERVATION SETTING

PARKS AND RECREATION

OPEN SPACE DESIGNATIONS

OPEN SPACE/CONSERVATION

6

OPEN SPACE/CONSERVATION ELEMENT

GOAL

To maintain a system of active open space along stream channels and passive open space within hillsides as a means to preserve the rural character of the community.

Objective

1. To promote the City's greenbelts as the basis of its open space system.

Policies

1a Designate as greenbelt, stream channel areas for flood control setback, maintenance of riparian habitat and preservation of open space.

1b Designate as greenbelt, areas of significant vegetation, prominent features, or scenic beauty.

1c Provide non-motorized travel linkage to all areas of the community, to greenbelt paths, to schools, to activity centers and to areas of historical interest.

1d Promote City/regional mapping of Clayton greenbelt system and city-system linkages to State and regional parks and trails.

1e Keep improvements along greenbelts to a minimum but provide path improvements to minimize erosion, provide directional markings and create rest areas.

Objective 2

To develop neighborhood parks within the greenbelt system adjacent to other community facilities.

Policies

2a Continue requirement for parkland dedication for neighborhood parks that are compatible with the system of greenbelts.

2b Set aside neighborhood parkland where new school sites are identified to establish common facilities and help promote their use.

2c Review each park/greenbelt area for maintenance needs, and identify alternative methods to provide maintenance including home-owner associations, park districts, volunteer measures and dedication to State and regional park systems.

2d Consider establishment of a community park.

Objective 3

To establish an open space conservation designation to preserve natural resources, to manage resources, to provide for outdoor recreation, to promote health and safety and to ensure orderly growth.

Policies

3a Apply parks and recreation designation to areas of public park and recreation facilities.

3b Apply resource management/conservation designation to sites that pose natural limitations such as streams channel, earthquake fault, unstable soil or prominent hilltop or ridge, fire hazard areas, quarries and ground water recharge areas.

3c Apply agricultural preserve designation to parcels designated as agricultural preserve by Contra Costa County.

Implementation Measures

1. Prepare a greenbelt path map for public information.

2. Develop pathway standards.

3. Prepare detailed Resource Management Conservation Map

4. Obtain updated flood boundaries.

5. Investigate East Bay and State park fund applications, gift dedication, purchase and resale of property, district formation and scenic easements.

OPEN SPACE/CONSERVATION SETTING

Clayton is located at the base of the north slope of Mt. Diablo. The Clayton planning area is bounded to the south by Mt. Diablo State Park and to the northeast by Black Diamond Regional Preserve. The northern and western boundaries are shared with Concord. In general, growth for the City of Clayton must be directed east. The eastern area includes rugged terrain with many sites designated by the County as agricultural preserve.

Several natural creeks run through Clayton that have been integrated into a greenbelt system of parks. This system allows park site expansion and connection to park facilities at points throughout the system.

Exhibit VI-1 indicates location of open space designations for regional parks, greenbelts, agricultural preserves and quarry sites.

PARKS AND RECREATION

Regional Parks

Regional and State Parks offer a wide range of park and recreational facilities intended to serve large cross-sections of population living in a metropolitan area. These parks generally provide for all-day or weekend visitors, contrasted with local parks, which are designed for shorter, more frequent use. There are fifteen regional/State parks located within an hour's drive of Clayton.

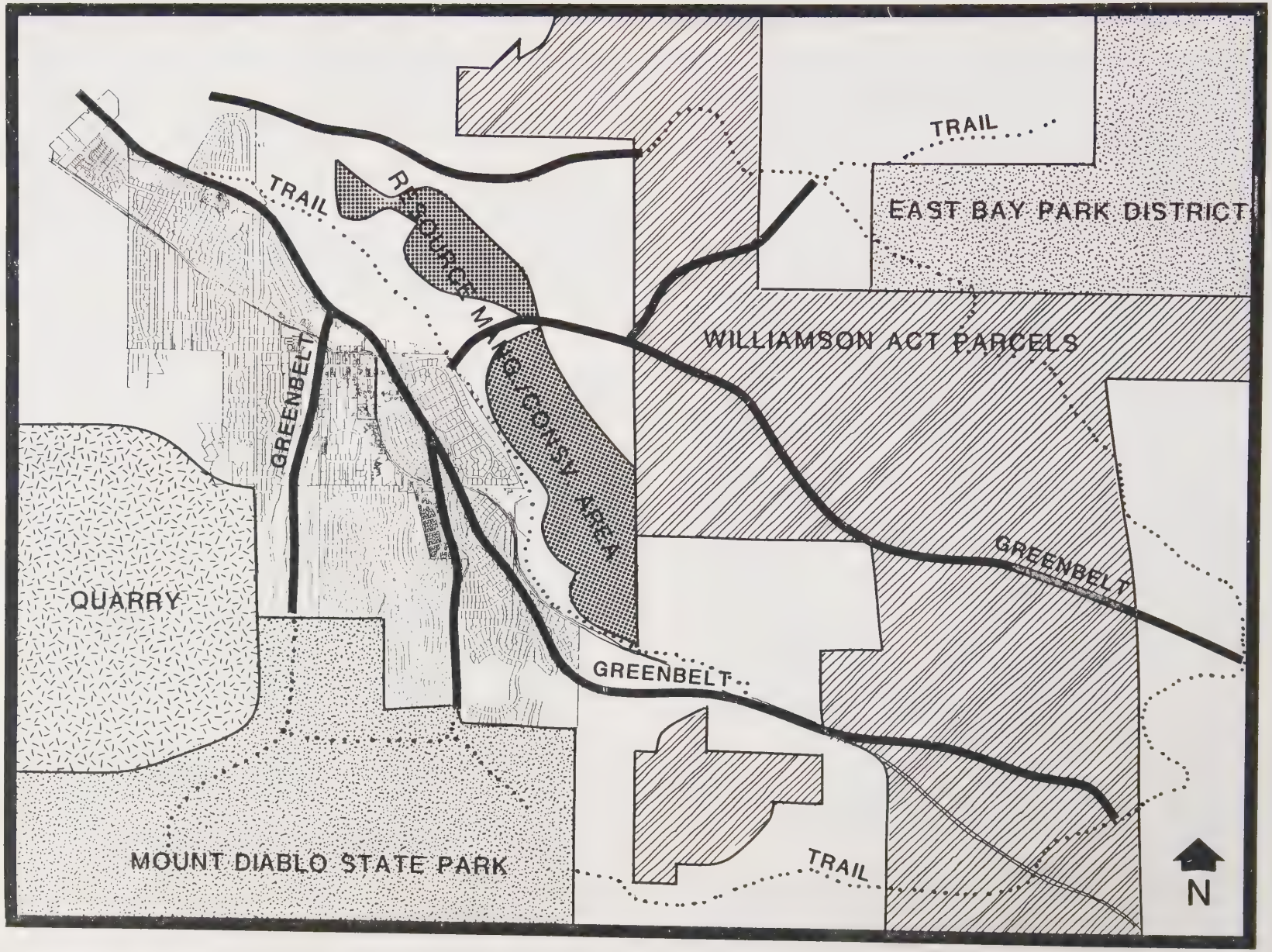
Some of the most beautiful and desirable areas in Mt. Diablo State Park are in the northern portion, adjacent to Clayton. The City will encourage the State to acquire land to the extent possible along the southern border of Clayton. The City will cooperate with the State in providing access to these facilities. To the northeast of Clayton lies Black Diamond Regional Preserve that is under the authority of the East Bay Regional Park District (EBRPD). The District has closed the Nortonville Road, which provided vehicular access to this facility, for security purposes. The trail is open to pedestrians, horses and bicycles. The County road extends from Black Diamond Regional Preserve to the city limits of Clayton. Public right-of-way does extend south to Mt. Diablo State Park. It is possible to establish a trail/corridor between Mt. Diablo State Park and Black Diamond Regional Preserve that would be under the authority of the East Bay Regional Park District. Such trail/corridor would provide a physical and conceptual linkage between the regional parks and the City's system of greenbelts.

Greenbelts

The greenbelts provide an elongated or linear space incorporated into natural land forms along creeks and

Exhibit VI-1

Open Space & Greenbelt Areas



other prominent natural features. Greenbelts provide pathway areas for pedestrian, equestrian and bicycle travel. The pathways provide passive recreation. Additions can be made to the greenbelts to provide active recreation. Picnic areas, par courses and other facilities can be built into the systems through funds generated by new development, government programs, and regional park programs. The greenbelts also function as connections between major recreational facilities, residential neighborhoods, commercial areas and school sites. The greenbelt system through the City of Clayton will extend approximately 6.8 miles in length. Greenbelts are acquired as flood control setback, as open space through density transfer in PUDs, through parkland dedication and through purchase by public agencies.

Housing along greenbelts should have sufficient setback and site planning so that greenbelts provide access to local streets, allow adequate police protection and prevent a "boxed in" feeling or appearance.

Neighborhood Park

Neighborhood parks most commonly range in size from 3 to 5 acres. They provide play equipment for children, paved courts, picnic tables, benches and fields for team play. The neighborhood park function under this description is fulfilled by Mt. Diablo Elementary School. Neighborhood park facilities include play equipment for children, paved courts, par courses, picnic tables, benches and fields for team play.

In the event that additional school facilities are constructed, similar community usage of the park and playground should be secured. In many communities the city provides land adjacent to school sites to expand recreation potential and secure multiple use of facilties. Such opportunities should be considered in the planning and development of any new school facilities. Standard neighborhood parks should be adjacent to school sites.

Some standard park facilities should be added to the greenbelt system. Facility areas will form activity nodes or concentrations within the passive system that will generate additional use.

Private Recreation Facilities

Private recreational facilities such as the riding club southeast of Clayton, the swimming pools at Marsh Creek Park Villas, Dana Hills and Westwood and the private parks southeast of Clayton allow individuals to expand their recreational opportunities at cost and benefit to the users rather than the public at large. Such facilities should be promoted so long as traffic, noise and other related impacts are mitigated.

OPEN SPACE DESIGNATIONS

Resource Management/Conservation

Land within the planning area for the City of Clayton has a variety of development constraints, limitations and important visual features. It is important to recognize fault lines, landslide areas, creeks, flood plains, ridgelines and other features as areas that should be retained in open space. The designation of Resource Management/Conservation identifies areas that should be protected. Thorough and sensitive mitigation measures must be employed for transition between development and areas indicated by this designation. Maps identifying specific features provide technical support for the use of this designation within the General Plan.

Quarry Site

There are no quarries located within Clayton; however, as indicated in Exhibit VI-1 Lone Star quarry

is located on the southwestern edge of the community. The quarry produces high quality rock and gravel and the quarry has an expected life in excess of 50 years. There are two negative impacts generated by quarry operation. First, there are occassional blasts to separate the rock and secondly, there is an average of 160 trucks per day travelling along Mitchell Canyon Road. This figure is based on information obtained from Lone Star Quarry. The quarry has taken a series of measures to mitigate its effect upon Clayton.

The quarry is designated as a State resource and cannot be curtailed by local action. It is important to consider the effects of proximity to the quarry prior to granting any change in adjacent land use.

Agricultural Preserve

Many land owners in the Clayton planning area have entered into the Williamson Act contract with Contra Costa County. The contracts are self-perpetuating 10-year agreements that preclude non-agricultural development. Use of these County designations will reinforce the Preserve designation used by the County and promote a conservation context to future development analysis on these sites.

Measures Presently Used to Promote Open Space

1. PUD density transfer and cluster development.
2. Park dedication and in-lieu fees.
3. Support for State and regional parkland acquisition.
4. Flood control and environmental hazard setback and open space dedication.
5. City purchase of sites and greenbelt system links.
6. Development easements.

Potential Open Space Measures

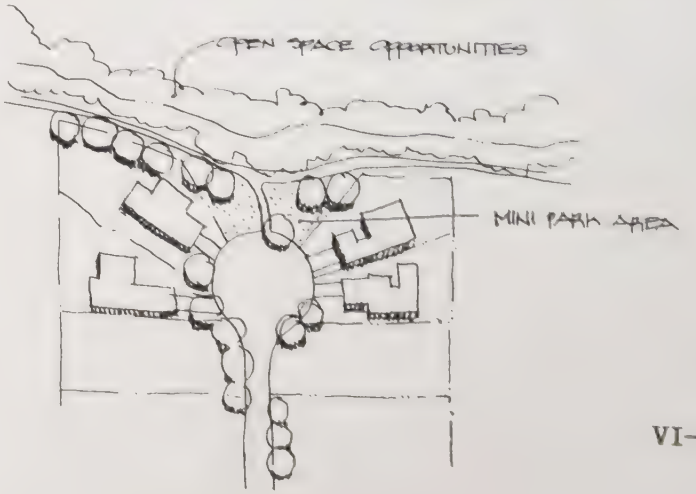
1. Park fund applications
2. Gift dedication
3. Purchase - resale
4. Lighting and landscape district formation
5. Scenic easement.

RELATIONSHIP TO OTHER ELEMENTS

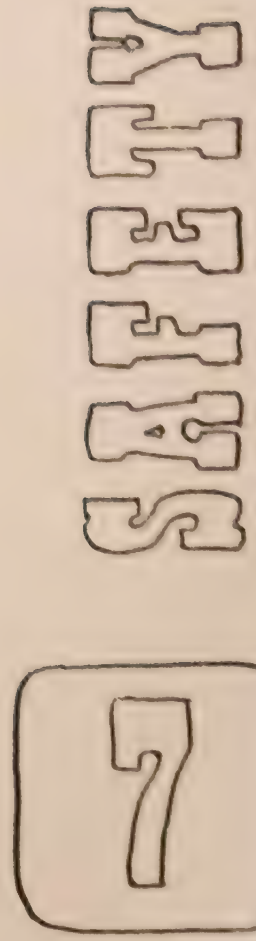
As a major physical landform within the City, greenbelt concepts extend to policies within land use, circulation, safety/seismic safety, community design and town center elements.

The greenbelt system must be integrated with the City's circulation system as a secondary non-motorized route. The greenbelt will augment scenic routes by providing landscape borders and corridors. The greenbelt system is integrated with areas of hazard or development limitation identified in Open Space and Safety Element. The greenbelts provide a major factor in community design and in directing focus into the town center.

The use of the resource management/conservation designation will provide support for and consistency with Safety Elements and Scenic Highway Elements.



SAFETY ELEMENT



SAFETY ELEMENT

GOAL

To reduce potential risk to new development by proper planning and to minimize existing risk through coordinated City-County actions.

GEOLOGIC HAZARDS

Objective 1

To provide means to minimize geologic hazards to property from unstable hillside slopes and reclaimed areas.

Policies

1a Evaluate extensions of land uses into areas characterized by slopes of 15% and/or slopes indicating instability through geologic studies with regard to the safety hazard prior to land use decisions such as General Plan amendments, rezonings, or project approvals.

1b Prevent development on slopes over 26% as they are not suitable for types of development that require extensive grading or other land disturbance.

1c Prevent contouring of slopes greater than 3:1 without special mitigation or circumstance.

1d Require hillside lots to be designed to provide a stable, buildable site and driveway and parking location.

1e Require roads constructed in slope areas to be engineered to standards to prevent excessive maintenance and repair costs.

1f Prevent slope cuts that may undermine the toe of the slope.

Objective 2

To reduce public exposure to geologic risk.

Policies

2a Identify boundaries of all known areas with geologic instability.

2b Designate as Resource Management/Conservation any area with severe geologic limitations which cannot be mitigated.

2c Require soils/geologic studies for any areas with potential risk of ground failure prior to development.

2d Prepare a constraints map(s) identifying the location of geologic constraints including slope instability, expansive soil and high erosion potential.

2e Cooperate with other jurisdictions to monitor changes in geologic conditions.

Objective 3

To reduce the potential for manmade hazards to interact with natural geologic hazards.

Policies

3a Consider the relationship between manmade hazards and existing geologic hazards in land use decisions.

3b Provide adequate protection to utility lines and pipelines placed in areas of geologic hazard.

3c Review placement of structures and facilities in areas of geologic hazard and the effects of construction and operation of those facilities.

Objective 4

To determine the level of risk that the community is willing to accept in the form of exposure and to identify and mitigate geologic hazards.

Policies

4a Prevent development that increases risk exposure to persons or existing development.

4b Identify the potential and level of risk for development located in areas of geologic or other constraints.

4c Develop a rigorous procedure of technical review and inspection of proposed mitigation measures in areas of geologic hazard.

4d Identify every potentially hazardous structure in the City, particularly critical facilities in high to medium risk areas for landslide, earthshaking or flooding.

SEISMIC HAZARDS

Objective 5

To continue to pursue information regarding the location of faults within the planning area.

Policies

5a Establish a development constraints map(s) with all known information regarding fault location for development review.

5b Require identification and mitigation studies prior to development where there is probable cause to assume the location of a fault.

Objective 6

To provide adequate identification of potential seismic effects in relation to the setting for development.

Policies

6a Identify the extent of intensity of ground shaking from vicinity faults.

6b Identify areas susceptible to liquefaction.

6c Identify areas susceptible to subsidence.

Objective 7

To establish an appropriate level of risk mitigation to seismic activity.

Policies

7a Maintain seismic standards at a level of construction commensurate with the risk.

7b Prepare an inventory of structures where structural mitigation is necessary.

7c Establish a setback for development adjacent to the fault.

7d Reinforce and anchor all parapets, chimneys, signs, appendages and facades, to withstand groundshaking.

FLOOD HAZARDS

Objective 8

To protect development in Clayton from the 100-Year Flood.

Policies

8a Use the flood maps from FEMA unless better information is available to determine area of the 100-Year Flood in approving new development.

8b Submit all subdivision and creekside development plans for review by the County Flood Control District.

8c Evaluate areas of existing development subject to flooding for risk mitigation.

8d Prevent encroachment into the flood plain subject to Federal, County and local standards and requirements.

Objective 9

To continue participation in the Federal Flood Insurance Program with continued effort to improve flood information.

9a Restrict development in floodways and flood plains in accordance with FEMA requirements.

9b Cooperate in watershed evaluations and projects developed by the County Flood Control District.

FIRE PROTECTION

Objective 10

To incorporate measures for fire protection into development proposals and city plans.

Policies

10a Identify high fire hazard areas on a development constraints map.

10b Submit all new developments for review by the Fire District so that fire-fighting needs can be estimated and services be adequately provided.

10c Require development proposals to meet standards for adequate fire flows appropirate to fire risk created.

10d Designate locations in the community disaster plan to be used in case of a large fire or disaster. The elementary school has been used in the past for assembly, and City Hall can be used for communications.

Objective 11

To reduce fire risk by promoting fire safe residences in high risk areas.

11a Construct homes located in high fire hazard areas with fire-resistant materials and landscape the surroundings with fire resistant vegetation. Attention should be given to treatment of shake roofs or alternative roofing and requirement of spark arrestors.

11b Reduce fire risk through adequate fire break control burning and fuel removal.

EMERGENCY PREPAREDNESS

Objective 12

To employ planning measures to promote public safety.

Policies

12a Encourage the use of citizen action programs such as Neighborhood Alert and Operation Identification to reduce crime risk.

12b Provide Planning Commission and Police Department review of projects to insure that crime-inviting features are minimized.

12c Encourage communication among the public protection agencies on matters of mutual concern.

Objective 13

To evaluate the potential for disaster and to continue planning for mitigation and response to emergency.

Policies

13a Keep major arterials free for evacuation in case of a major emergency.

13b Improve circulation to and from the Town Center.

13c Support community disaster planning as an ongoing effort.

13d Develop and improve emergency communication network planning.

Implementation Measures

1. Prepare geologic hazards maps.

2. Prepare list identifying hazardous structures in Clayton.

3. Update flood area maps.

4. Prepare fire hazard maps and alert residents to danger.

5. Construct roads and turn-arounds to provide enough clearance to accommodate fire fighting equipment.

6. Review Hillside Ordinance for consistency with the General Plan.

7. Review and maintain the community disaster plan to identify potential emergencies, locations for relief, decision making and other aspects of thoughtful preparation.

GEOLOGICAL SAFETY SETTING

The undeveloped regions of Clayton contain a number of potential geological hazards. These include slopes with unstable expansive soil, high erosion potential, evidence of springs, mudflow potential, rockslide potential and evidence of significant creep.

While landslides may occur on slopes of 15% or less in unstable areas, the risk increases with steepness of slopes. Areas of old slide deposits are most subject to continued failure. Areas of potential slope hazard are indicated in Exhibit VII-1.

Grading without engineered requirements tends to reduce slope stability so that road cuts and the cut-and-fill pads typically prepared for hillside housing carry a greater risk of slope failure than undisturbed hillsides. However, fill slopes engineered to today's standards may result in a more stable situation than in nature, particularly where smaller slide deposits are improved or arrested.

Level, to 15% slopes may be found in the downtown Clayton area, and to the area immediately northeast of Clayton Road. Much of this area lies on alluvial-type soil, which can amplify ground shaking. The seismic activity possible from area faults and the reaction of alluvial soils should be considered and studied in detail for any proposed development in these areas.

The foothill areas of Clayton contain slope stability problems which may be triggered by improper grading. In addition, foothill areas may experience local slope erosion, sedimentation or drainage problems, expansive soil reaction and other development limitations requiring corrective measures prior to any grading or construction. Ground rupture or slides along the general existing or suspected fault lines is also a possibility.

In slope areas greater than 15%, density should remain low. Development should be prevented by City policy for major slope areas in excess of 26%. Some slope correction will be required on the Keller Ranch to permit any development.

The following geological concerns are considered in greater detail in Appendix E:

a. Geologic structure of the Clayton Planning Area.

b. Geologic hazards including landslides, expansive soils, liquefaction and springs.

c. Earthquake faults.

Exhibit VII-1

Slope Hazards

Qal

Alluvial deposits

Windblown sand deposits

Alluvial terrace deposits

Bedrock and associated soil

Colluvial deposits and alluvial fan deposits

Landslide deposit larger than approximately 500 feet in longest dimension; arrows indicate general direction of downslope movement; queried where identification is uncertain.

Landslide deposit between approximately 200 feet and 500 feet in longest dimension; arrow indicates general direction of downslope movement, and is positioned over location of deposit; queried where identification uncertain.

MEASURES OF SEISMIC ACTIVITY

Earthquakes are measured in two ways, by their physical effects and by the amount of energy released. The scale used to measure intensity (physical effects) of an earthquake is the Modified Mercalli Scale, and the scale used to measure the magnitude of earthquakes (energy released) is the Richter Scale. Mercalli and Richter scales will be described in greater detail in Appendix E.

The intensity of the physical effects of earthquakes are based on human reactions. At the low end of the Modified Mercalli Scale is the reaction "felt indoors."

SEISMIC ACTIVITY AFFECTING CLAYTON

The probability of an earthquake originating in Contra Costa County that is "felt indoors" is low to intermediate. Solid ground or rock tends to lessen ground motion due to earthquakes, while poorly consolidated or water-saturated soils tend to amplify it. The probability of earthquake effect must be measured against the bedrock and soils outlined above. Areas sitting on hard bedrock, such as the Mt. Diablo range, can be expected to perform satisfactorily under earthquake conditions, except where steep slopes, exposed or sheared surfaces and relatively unconsolidated soils might make slumping or landslides possible. The potential for physical effects is more highly probable as a result of earthquakes originating outside the County.

The most critical faults locally, according to Woodward and Lundgren, are the San Andreas, Calaveras and Hayward faults, due to their recent activity and energy potential. Nevertheless, the Antioch and Concord faults recently have produced damaging earthquakes, the latter with a 5.4 magnitude in 1955. Prominent faults of undetermined status include the Pinole, Bollinger, Las Trampas, Franklin, South Hampton, Clayton-Marsh Creek, Midland, and Mt. Diablo Faults. (See Exhibit VII-2) These faults have shown inconclusive signs of activity or are associated with geologic processes and features which could result in earthquakes.

In addition there is a system of radial and concentric faults surrounding Mt. Diablo not known to be active but were created by the mountain uplift. This process still continues and its effects may become more pronounced.

The Concord fault is known to be active. It is a creeping fault, and small to moderate quakes are possible along the fault, with the capability of a 7+ magnitude.

Clayton Valley does contain alluviated areas which could amplify ground shaking in the event the Concord fault shifts. The entire area is considered seismically active, and development plans should reflect this risk factor. Soil types, topography and bedrock may serve to heighten risk or dampen it. The Clayton fault alignment is indicated in Exhibit VII-3. The fault is not classified as active; however, there is preliminary evidence that the fault may have displaced recent landslide materials. Due to this the fault should be treated as active unless evidence proves otherwise. The fault does not fall within the Alquist-Priolo requirements.

Seismic activity is presented in greater detail in Appendix E.

Exhibit VII-2

Regional Faulting

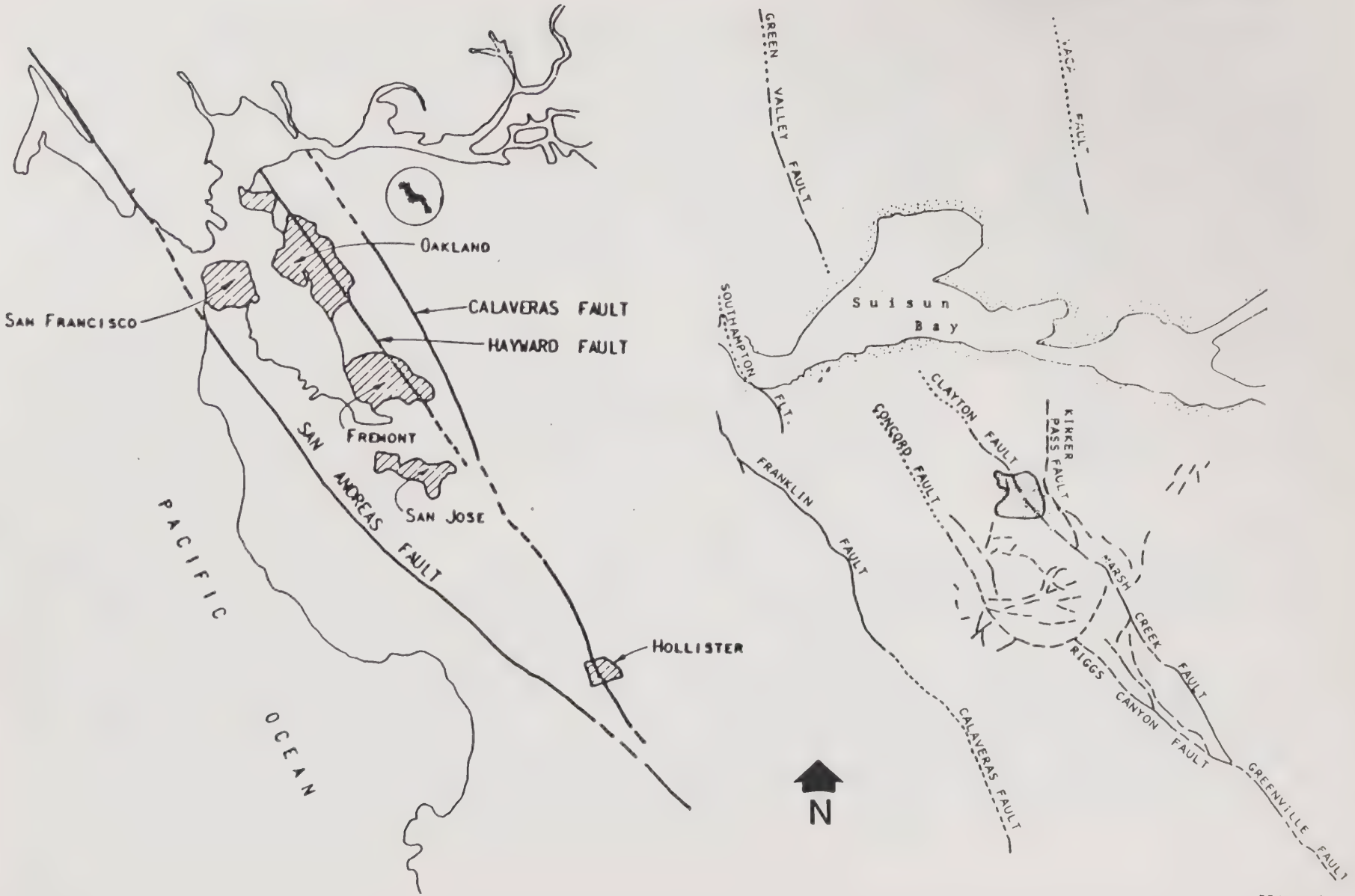
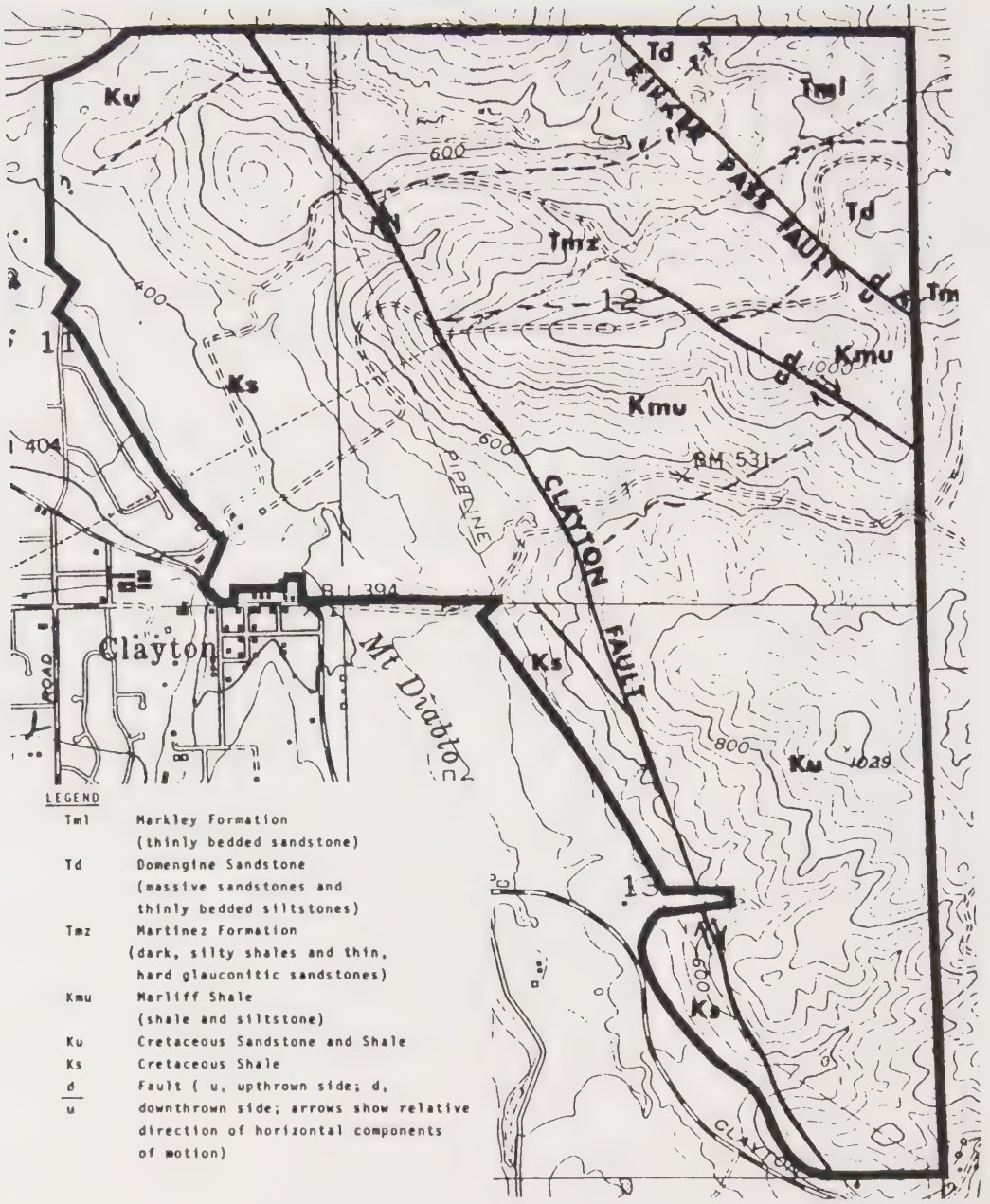


Exhibit VII-3

Clayton Fault



LEGEND

Tml	Markley Formation (thinly bedded sandstone)
Td	Domengine Sandstone (massive sandstones and thinly bedded siltstones)
Tmz	Martinez Formation (dark, silty shales and thin, hard glauconitic sandstones)
Kmu	Marliff Shale (shale and siltstone)
Ku	Cretaceous Sandstone and Shale
Ks	Cretaceous Shale
d / u	Fault (u, upthrown side; d, downthrown side; arrows show relative direction of horizontal components of motion)

FLOODING IN CLAYTON

The principal stream running through Clayton is Mt. Diablo Creek. It originates on the steep north slopes of the 3,849-foot Mt. Diablo. Mt. Diablo Creek drains a watershed of approximately 30 square miles. It flows northerly and westerly through the cities of Clayton and Concord, the Concord Naval Weapons Station and eventually empties into Suisun Bay. In the City of Clayton, Mt. Diablo Creek is joined by Donner and Mitchell Creeks, both of which orignate on the slopes of Mt. Diablo and by Peacock Creek, which flows from the Keller Ridge.

Flooding has occurred from Mt. Diablo Creek in the Town Center area of Clayton and in the flood plain between Clayton Road and Kirker Pass Road. The major floods affecting this area occurred in 1938, 1952, 1955 and 1963. The 1955 and 1963 floods both were estimated as 25-year floods.

Despite these occurrences, Mt. Diablo Creek is not considered a creek with a high flood history. Part of the reason for this is due to the long flood plain between Mt. Diablo slopes and the City limits that serves to slow down velocity and detail peak flows.

As the Mt. Diablo Creek watershed continues to develop, the potential for serious flooding increases. The proposed plan of improvements aims to accommodate the increased flows and prevent flooding. Contra Costa Flood Control District studies show that, although much of Mt. Diablo Creek has a 1,500 to 2,000 cfs (cubic feet per second) capacity, in some areas its capacity is as low as 500 cfs. Within the City of Clayton, flood waters are confided by berms and hills directed back to the creek. There are no stream-gauging stations along Mt. Diablo Creek, therefore, no historical stream runoff data is available. The Federal Emergency Management Agency (FEMA) has developed flood plain management maps which predict that, given the present level of watershed development, a "100-year frequency" runoff event (a chance of one occurrence in a hundred years) will have a peak of 4,060 cfs at Kirker Pass Road (see Exhibit VII-4). On the basis of rainfall data and known characteristics of the watershed, a "synthetic flood hydrograph" has been computed. The development level of the watershed was estimated to the year 2030, using the General Plans of the cities of Clayton and Concord. Based on the above data, the estimated peak flows at Bailey Road in Concord are 6,420 cfs and 7,170 cfs for the 50-year and 100-year runoff events (see Exhibit VII-5).

Mt. Diablo Creek, within its confined limits, is already incapable of providing adequate flood protection. Even if land development within the watershed came to a complete halt, the statistical probability of serious flooding would be considerable. The limitation of land development, the utilization of flood plains, and the construction of engineered improvements are the most useful methods for controlling floods.

No serious problems have occurred to date but unless some type of flood control project is undertaken in the near future, the limited capacity of Mt. Diablo Creek will soon cause serious flooding problems.

Flood Protection Measures

The primary objective of flood protection measures is to modify Mt. Diablo Creek to provide sufficient

capacity to carry the estimated 50-year frequency runoff event with standard freeboard and the 100-year event without overtopping the banks. Other objectives include the following:

a. Keep the extent of right-of-way acquisitions and the relocation of residents to a minimum.

b. Minimize channel improvement costs in order for the project to be feasible.

c. Design channel improvements to be as environmentally and aesthetically acceptable as possible.

Presently, flood protection measures are some earthen levees in the housing tract north of Clayton Road downstream from the confluence of Mitchell and Mt. Diablo Creeks and at the Westwood development where the creek was widened.

Flood protection can be achieved in two ways. The first is to determine the extent of the 100-year flood and to establish that area as setback for any uses that will be adversely affected by innundation. Encroachment into flood plains by placement of fill reduces the flood-carrying capacity and increases flood heights, thus increasing flood hazards in areas beyond the area of the specific encroachment. Such encroachment is prevented under the flood insurance program. An aspect of flood plain management involves balancing the economic gain from flood plain development against the resulting increase in flood hazard. The National Flood Insurance Program uses the concept of a floodway as a tool to assist local communities in the setback aspect of flood plain management. Under this concept, the area of the 100-Year flood is divided into a floodway and a floodway fringe. The floodway is the channel of a stream, plus any adjacent flood plain areas that must be kept free of encroachment in order that the 100-Year flood be carried without substantial increases in flood heights. As minimum standards, the Federal Insurance Administration limits such increases in flood heights to 1.0 foot, provided that hazardous velocities are not produced. Flood fringe is the area that becomes ponded in event of bank overflow. Development can occur in these areas under restrictions and with flood insurance.

The second method of flood control is to provide creek alterations that will increase capacity. Structures and alterations include concrete block energy dissipators, concrete channels, drop structures, berms, earth channels, culverts, inlet structures and similar measures. The Contra Costa County Flood Control District prepared an engineering report and a series of design alternatives in August, 1983 to be considered and implemented by the cities of Clayton and Concord.

As part of the General Plan implementation process, it will be necessary for the City of Clayton to establish an overall flood control plan and continue to participate in the Federal Flood Insurance Program and to require project EIRs to identify contribution to flooding and provide adequate mitigation.

Exhibit VII-4A

Potential Areas of Flooding

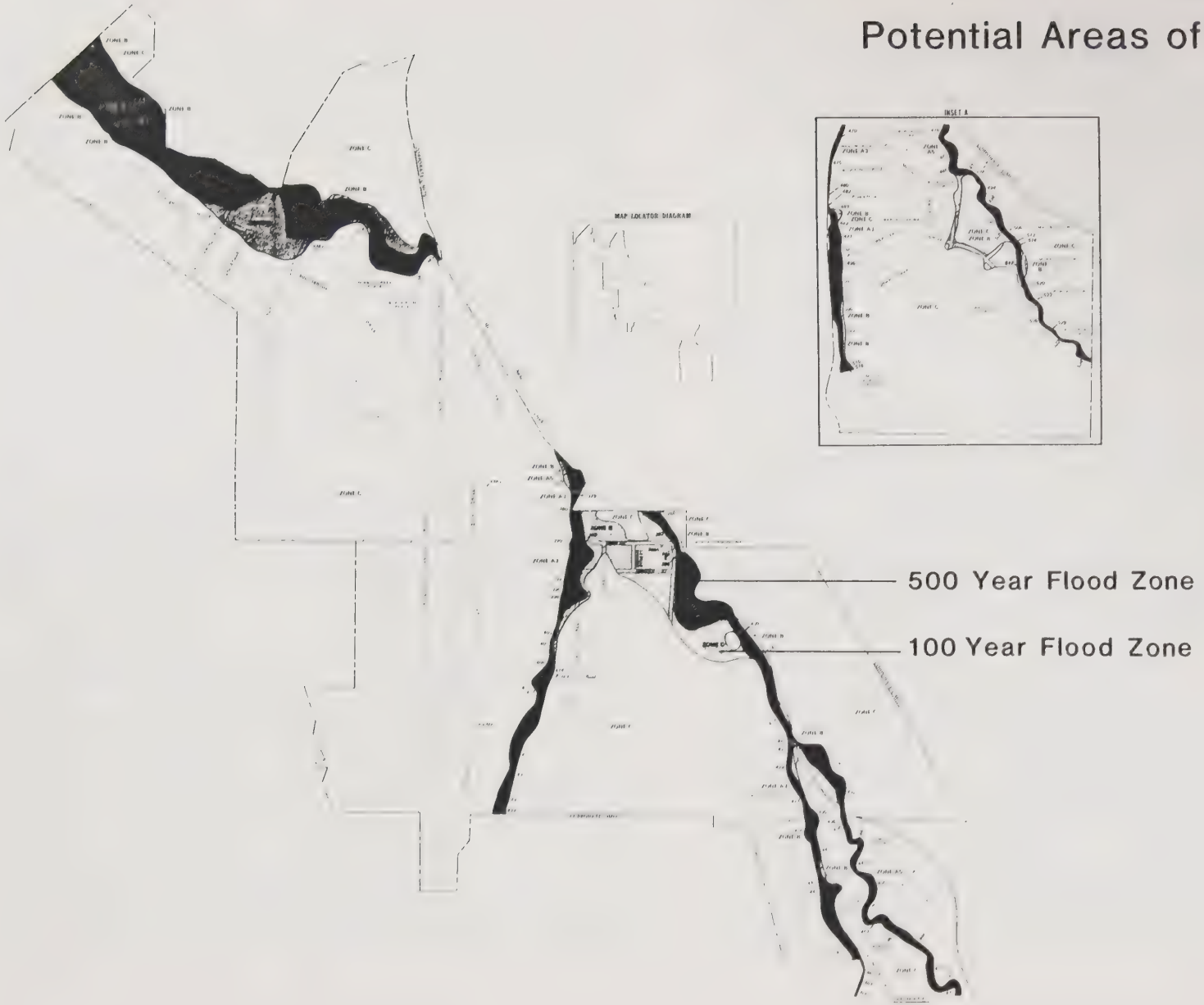


Exhibit VII-4B

Key to Floodplain Exhibit

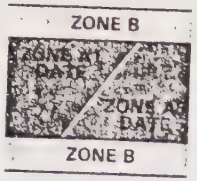
500-Year Flood Boundary

100-Year Flood Boundary

Zone Designations* With Date of Identification e.g., 12/2/74

100-Year Flood Boundary

500-Year Flood Boundary



Base Flood Elevation Line With Elevation In Feet**

513

Base Flood Elevation in Feet Where Uniform Within Zone**

(EL 987)

Elevation Reference Mark

RM7 ×

River Mile

• M1.5

**Referenced to the National Geodetic Vertical Datum of 1929

*EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
A0	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

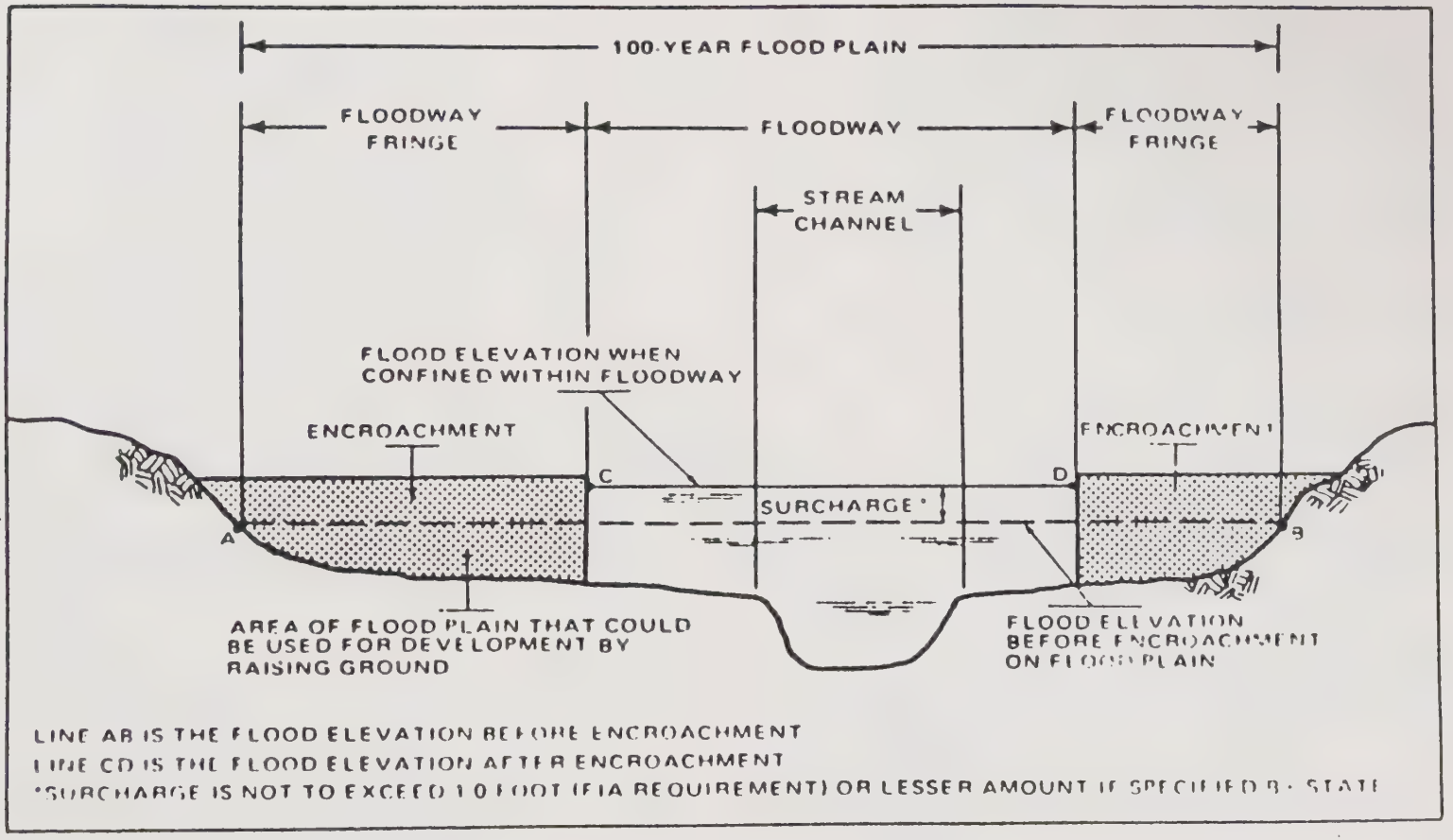
ELEVATION REFERENCE MARKS

REFERENCE MARK	ELEVATION (FT. NGVD)	DESCRIPTION OF LOCATION
RM1	298.84	A brass tag in the top of south headwall on the west corner of the headwall; 0.3 mile northeast on Kirker Pass Road from intersection of Clayton Road. Established by Contra Costa County.
RM2	331.48	A brass disk in a monument box in the centerline of North Lydia Lane; 88 feet northwest of Casey Glen County. Established by Tudor/Towill Engineering.
RM3	431.27	A bronze azimuth disk set in the top of a concrete monument; 0.3 mile northwest along Clayton Road from the post office; 48 feet northwest of the centerline of Mt. Zion Drive; 0.05 mile southeast of the "Y" junction of Mitchell Canyon Road; and 18 feet from the centerline of Clayton Road. Established by U.S. Coast and Geodetic Survey.
RM4	393.90	A bronze disk in the top of a concrete post; at the "T" of Clayton Road (Main Street) and Marsh Creek Road leading south, 36 feet south of the centerline of Clayton Road (Main Street), 5.4 feet south of a fireplug, 1.9 feet west of the fence corner post and 2.0 feet southeast of a witness post. Established by U.S. Coast and Geodetic Survey.
RM5	395.32	A bronze cap riveted on top of a 3½ inch iron pipe projecting 0.7 foot above the ground, southwest of the southwest corner of the south end of the west concrete abutment of the Black Diamond Way bridge over Mt. Diablo Creek. Established by U.S. Coast and Geodetic Survey.
RM6	438.08	A concrete fastener and tag set near the southeast end of the headwall of a double box culvert on Donner Creek approximately 60 feet easterly of the intersection of Mt. Wilson Way on Marsh Creek Road. Established by Contra Costa County.
RM7	534.34	A fastener and tag set on the center of top of drop inlet on south side of Marsh Creek Road approximately 500 feet westerly of Saint Anthony Claret Road. Established by Contra Costa County.
RM8	489.85	A brass disk in a monument box in the centerline of Herriman Drive; 66 feet south of Tiffin Drive; east of a fire hydrant; 500 feet east of the corporate limits of Clayton. Established by Tudor/Towill Engineering.
RM9*	573.93	A brass disk located in the top of the northeast corner of the concrete foundation for the scales at the Clayton Plant No. 135 of Pacific Coast Aggregates Inc.; 0.9 mile south along Mitchell Canyon Road from the junction with Clayton Road, 104.5 feet west of the centerline of Mitchell Canyon Road and 12.4 feet east of the northeast corner of the office. Established by U.S. Coast and Geodetic Survey.
RM10	509.94	A brass disk in a monument box in the cul-de-sac of Weatherly Drive in the Regency Woods Subdivision. It is the offset monument for the center of the cul-de-sac in the City of Clayton. Established by Tudor/Towill Engineering.

*OUTSIDE CORPORATE LIMITS

Exhibit VII-4C

Floodplain Cross Section



AIR QUALITY

Air quality in Clayton is primarily determined by meteorologic and topographic conditions. Clayton is located in the upper reaches of Clayton Valley. In general, valleys with box-end configurations such as this have a greater susceptibility to poor air quality because they tend to trap air and usually there is a greater potential for temperature inversions. Since surrounding ridges and mountains block winds, these areas lack the flushing action that winds give to coastal and estuarine areas.

The air pollution potential of the plan area vicinity is mostly influenced by air quality in the adjacent Concord area. Concord is particularly susceptible to air pollution due to regional airflow patterns in conjunction with upwind emission sources. When southwesterly or northwesterly winds occur, pollutants from the South Bay/Livermore area or North Bay are carried into the Concord area. South-southwesterly winds predominate about 40 percent of the time while northwesterly winds occur 5 to 10 percent of the time. Pollutant concentrations can also increase further during relatively calm periods because of local emission sources. Calm conditions occur about 30 percent of the time (Department of Water Resources, 1978). Depending on meteorological conditions at the time, pollutants in the Concord area would tend to migrate and possibly accumulate in the upper portion of Clayton Valley at or near the project site.

Ambient air quality standards for California are provided in Exhibit VII-5.

Air quality in the region is measured by the Bay Area Air Quality Management District (BAAQMD). The closest monitoring station is located in Concord. Air quality data collected at this station from 1978 through 1983 is shown in Exhibit VII-6.

Ozone and nitrogen oxides (NOx) are more regionally-oriented pollutants and their levels have decreased in the Concord area since 1978. At the same time, more localized pollutants (e.g., carbon monoxide (CO), sulfur dioxide (SO2), and total suspended particulates (TSP) experienced a peak in 1981 and have decreased since then.

Light and heavy duty motor vehicles are the primary sources of carbon monoxide, nitrogen oxides, and hydrocarbons. Industrial operations are the primary sources of sulfur dioxide. Suspended particulate matter is produced from many diverse sources with no single or primary sources.

Projections for the immediate future do not indicate a substantial increase in SO2; therefore, Federal standards will not be exceeded. TSP levels are projected to increase steadily between 1975 and 2000. Regional CO levels are projected to decline steadily despite the increase in vehicle miles travelled but this decline is not expected to be sufficient to meet CO standards. Nitrogen oxides are estimated to remain relatively constant from 1975 to 2000 while hydrocarbon emissions are expected to decline moderately by 1985 and rise back to the 1975 level by the year 2000. These projections suggest that oxidant levels will be moderately reduced by 1985 but this improvement will not be maintained through the year 2000.

The Bay Area Air Quality Plan (1979) provides direct controls for mobile and stationary pollutant sources. More indirect controls for land use management were

FIRE

Because the natural vegetation in the trail system and adjacent parklands is extremely flammable during the summer and fall, wildfire is a serious hazard in the City of Clayton. Slopes, high winds, and difficulty in access increase the hazards. Traffic congestion in the case of fire can hinder fire fighting. Isolated homes set in wooded canyons or on ridge tops with only one narrow, winding, or steep road are subject to a high fire hazard. Fire services are provided by the Contra Costa Fire District. A station is located on Mitchell Canyon and Clayton Road.

It is important that the City ensure that there exists 1) adequate peak load water supply for fire fighting, 2) all-weather road construction adequate for fire fighting equipment, and 3) that construction be built to proper code standards.

It is important to establish a program to reduce the amount of dry brush with the Greenbelt System.

CRIME

Crime is low for all categories in the City of Clayton. The Police Department is supporting new programs such as "Neighborhood Alert" to encourage citizens to help keep crime low. Developments need to be reviewed to ensure crime prevention measures are incorporated into the design.

CIRCULATION

Circulation to Town Center needs to be improved to reduce the possibility of the town being cut off by blockage of Clayton Road. Alternative emergency routes need to be identified and plans for road improvements supported on the basis of safety.

OTHER HAZARDS

There are no special or unusual hazards in Clayton. There is the possibility of disruption of service lines. This includes PG&E transmission lines, gas lines and the Getty pipeline. The lines are identified in Exhibit IX-4. At present it is not known whether hazardous materials or waste pass through the community. Such information should be pursued and appropriate action taken.

EMERGENCY PREPAREDNESS

Public protection services for fire, police, and medical emergencies are essential to the community in day-to-day emergencies. These services are provided by a variety of agencies so that a high degree of communication and coordination of activities is required to prepare for potential disaster conditions. Because of the community development pattern and the nature of traffic circulation through the community, evacuation and the free movement of emergency vehicles could be severely impeded in event of a disaster by traffic congestion in key areas. Options need to be developed based on different disaster scenarios.

Citizens' action programs such as Neighborhood Alert and Operation Identification have been shown to be effective in reducing theft and crimes of violence. Medical emergency services are provided by the Fire District, ambulances and two hospitals.

AMBIENT AIR QUALITY STANDARDS IN CALIFORNIA[1]			
Pollutant	Averaging Time	Concentration	Agency
Oxidant	1 hour	0.12 ppm	Federal
Carbon Monoxide (CO)	8 hours 1 hour	9 ppm (10 mg/m^3) 35 ppm (40 mg/m^3)	Federal Federal
Nitrogen Dioxide (NO_2)	1 hour	0.25 ppm	State
Sulfur Dioxide (SO_2)[2]	24 hours	0.04 ppm	State
Total Suspended Particulates (TSP)	annual geometric mean 24 hours	60 $\mu g/m^3$ 100 $\mu g/m^3$	State State
Lead (Pb)	30 days	1.5 $\mu g/m^3$	State
Sulfates	24 hours	25 $\mu g/m^3$	State
Non-Methane Hydrocarbons (NMHC)	3 hours (6-9 a.m.)	0.24 ppm	State
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm	State
Visibility Reducing Particles	1 observation	Insufficient amount to reduce the prevailing visibility to less than 10 miles	State

[1]The table shows only the more stringent of the Federal or California air quality standards. Federal standards are not to be exceeded more than once per year; California standards are never to be equalled or exceeded.

[2]In September 1977, the State Air Resources Board (ARB) adopted a new SO_2 air quality standard. The standard is 0.05 ppm during 24 hours in combination with oxidant levels over the state one hour standard of 0.10 ppm or particulate matter in excess of the State 24 hour standard of 100 $\mu g/m^3$.

EXHIBIT VII-6

AIR QUALITY DATA FOR 1978 to 1983

Station	OX		CO		NO2		SO2		TSP***	
	MAX*	#DAYS**	MAX	#DAYS	MAX	#DAYS	MAX	#DAYS	MAX	#DAYS
1978 Concord	20	11	7.5	0	16	0	.011	0	45	8.5
1979 Concord	12	0	10.0	1	15	0	.008	0	45	2
1980 Concord	14	3	6.9	0	15	0	.019	0	49	8
1981 Concord	13	2	5.1	0	12	0	.017	0	44	1
1982 Concord	13	1	6.4	0	10	0	.010	0	41	2
1983 Concord	15	4	5.6	0	10	0	.012	0	38	0

Source: Bay Area Air Pollution Control District.

* Maximum hourly average level attained during year for O3 and NO2 in parts per hundred million, maximum 8-hour average for CO in parts per million, maximum 24-hour average for SO2 in parts per million, annual geometric mean for TSP in micrograms per cubic meter.

** Number of days State standards were exceeded

*** Refers to percent of observed days State standards were exceeded

not included in the adopted Plan. However, the objective of the land use management program is to reduce the number and length of automobile trips and to increase transit use in order to decrease the amount of regional automobile travel. This could be accomplished by achieving more compact development in the region by year 2000.

As jobs are being generated in the Concord, Walnut Creek and Danville areas, an inadequate balance of residences is creating pressure on communities such as Clayton. Clayton is closer than East County but farther than a brisk non-polluting walk to work. Car pool, park and ride and transit are measures that need greater attention in Clayton provided there is support on a regional basis. Currently Contra Costa Transit has a route through Clayton. An express commuter bus to BART is also being tried on a trial basis.

Another form of air pollution is dust generated by development. During construction of new development, grading activities turn dust and increase suspended particulate matter in the project region. Based on field tests conducted at construction sites, an average dust emission rate of 1.2 tons per acre occurs for every month of active construction (U. S. Environmental Protection Agency, 1975). Assuming 60 percent of the generated dust is of particle sizes greater than 30 micrometers, approximately 40 percent of the dust generated would settle out in the first few hundred feet while the remaining 60 percent could remain suspended indefinitely. Increased dust levels would be most noticeable to existing residents located near areas where cutting and filling will occur.

Diesel-powered construction equipment emits nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons and particulates; however these emissions only increase local concentrations slightly and do not measurably increase the frequency of violation of air quality standards.

Long-term air quality impacts due to the area build out will result primarily from increased vehicle emissions. Daily emissions of carbon monoxide, hydrocarbons, and nitrogen oxides from city buildout generated traffic are shown in Exhibit VII-7. Although increases in these pollutants due to the project would not be considered significant when compared to emissions for the entire San Francisco Bay region, they could be substantial enough to affect local air quality under adverse meteorological conditions. Such situations could arise when winds carry pollutants from upwind sources into the Concord-Clayton Valley area and temperature inversions (calm conditions) trap these pollutants in this area. With pollutant levels already high, local emissions due to existing development and new development will aggravate the poor air quality conditions.

Carbon monoxide is a localized pollutant and it is a useful indicator of the direct impact of development on air quality along local roadways and in the immediate project vicinity. Road-side and area-wide carbon monoxide concentrations were calculated at Kirker Pass using existing and projected traffic volumes as well as modeling techniques specified by the BAAQMD. Results of these calculations are shown in Exhibit VII-7. With build out Clayton would increase area-wide carbon monoxide one-and eight-hour concentrations by about 12 percent. Carbon monoxide concentrations along Concord Boulevard (west of Kirker Pass Road) would increase by 127 percent at buildout of the area. New development would increase CO levels along Clayton Road by 47 percent at build out of the area. Increases along Concord Boulevard

EXHIBIT VII-7
ESTIMATED DAILY EMISSIONS GENERATED BY NEW DEVELOPMENT *6

Pollutant Type	VMT *1 (Mi./day)	1985 *2 Emissions (grams/mile)	1995 Emissions (grams/mile)	1985 *3 Present Conditions Emissions (tons/day)	1990 Daily Project Emissions (tons/day)	1995 Daily Project Emissions	Projected 2000 Veh. Emissions for SF Bay Region (tons/day) *4
Carbon monoxide	9.55×10^4	16.62	11.16	-	1.09	1.08	1,497.0
Nitrogen oxides	9.55×10^4	2.20	1.42	-	0.24	0.15	77.1
Sulfur oxides	9.55×10^4	0.21	0.21	-	0.03	0.03	13.2
Particulates	9.55×10^4	2.33	2.30 *5	-	0.24	0.24	22.3
Total Hydrocarbons	9.55×10^4	1.33	1.00	-	0.15	0.12	160.6

*1 Assumes 22,200 trips/day from the project at 4.3 miles/trip = daily project vehicle miles travelled. Full buildout mileage used for both 1990 and 1995 columns.

*2 Emission factors are from the EMFAC 6c emissions program as provided by the Bay Area Air Quality Management District (1981). Average speed is assumed to be 35 mph.

*3 There is assumed to be no project development (implementation of the General Plan) in 1985.

*4 Light-duty automobile emissions projected for the San Francisco Bay Region. This area would consist of the nine-county Bay Area Air Quality Management District.

*5 Includes particulates emitted by auto exhaust, tire wear and dust entrainment from paved roadways.

*6 The Emfac 6 model does not include the benefits of smog certificate inspections which are projected to reduce emission levels between 16% and 25% for hydrocarbons and carbon monoxide for vehicles and light duty trucks.

EXHIBIT VII-8

ESTIMATED AREAWIDE AND ROADSIDE CARBON MONOXIDE (CO) CONCENTRATIONS

AREAWIDE CO CONCENTRATIONS *

Averaging Time	Concentration (ppm)			
	Existing	With Project	At Buildout	Federal Standard
1-hour	3.2	4.9	5.2	35
8-hour	1.8	2.8	2.9	9

ROADSIDE CO CONCENTRATIONS
(ONE-HOUR AVERAGING TIME)

Roadway	Concentration (ppm)		
	Existing	With Project	At Buildout
Concord Boulevard			
W. of Kirker Pass Rd.	2.2	4.8	5.0
E. of Kirker Pass Rd.	4.8	7.1	7.5
Clayton Road			
W. of Kirker Pass Rd.	5.1	7.0	7.5
E. of Kirker Pass Rd.	4.8	7.1	7.5

* Areawide concentrations were estimated based on a one-square-kilometer area centered on the Clayton/Ygnacio Valley/Kirker Pass Roads intersection. This intersection was chosen since this intersection and its vicinity would receive the highest concentration of project traffic.

Source: Contra Costa County
Keller Ranch EIR 1980

would be considered significant due to the amount of increase resulting from the project and the proximity of sensitive receptors (e.g., residential units) along most of Concord Boulevard. However, carbon monoxide generated by existing traffic and traffic resulting from buildout would not exceed standards and therefore would not present significant health hazards. Although CO concentrations in Exhibit VII-8 do not threaten Federal standards, these concentrations do not include CO generated upwind or in close proximity to the study area nor do these concentrations reflect variable meteorological conditions. Therefore, CO concentrations in the Clayton region would actually be higher when emissions from upwind sources are carried to the Concord-Clayton area.

Cumulative residential occupancy would add to air pollution. Combustion of natural gas for heating and cooking would generate small amounts of pollutants (primarily nitrogen oxides). Use of fireplaces in project residences would also increase particulate levels. In addition increased demand for sewage treatment would indirectly increase atmospheric discharges from treatment plant operations.

With the control efforts of air quality agencies, it does not appear likely that levels of pollution witnessed in Southern California will occur in this area. However, vehicle exhaust is likely to be the highest polluter in this portion of Contra Costa County and solutions to limit vehicle miles of internal combustion engines are needed.

Air quality degradation affect weaker members of society including the elderly, children and persons with respiratory ailments. As a safety issue it may not be perceived as an immediate threat, but it remains a danger exemplified by air quality alerts experienced in other regions.

NOISE ELEMENT

GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

THE EFFECT OF NOISE

NOISE PROBLEMS IN THE CITY OF CLAYTON

NOISE

8

NOISE ELEMENT

Goal

To maintain or improve the overall environment and the general well-being of the community by reducing annoying levels of noise for all land uses in the city. Physically harmful levels of noise (70 Ldn* and above) shall be mitigated to below harmful levels and to levels of minimum annoyance (below 60 Ldn) where feasible.

Objective 1

To identify routes in Clayton with high levels of noise.

Policies

1a Prepare noise contour maps for Kirker Pass, Clayton Road, Marsh Creek Road, Mitchell Canyon Road, Concord Boulevard, Main Street, El Molino, Pine Hollow Road, Oak Street, Mountaire Parkway, and Regency Drive. These maps are needed as a new baseline to reflect changes in noise levels due to the significant growth which has occurred since the last General Plan revision.

1b Identify future routes with potential for significant levels of noise. Noise contour maps for these routes should be prepared when development is proposed which will affect noise levels on the routes.

Objective 2

To establish mitigation measures for reducing exposure to traffic noise.

* Ldn and dBa definitions are provided in the Glossary, Section XI.

Policies

2a Require sound mitigation to 45 Ldn for indoor noise level uses and 60 Ldn for outdoor noise level uses in new developments.

2b Require setbacks, sound walls, specific orientation and other measures where new uses are exposed to noise. Such measures shall be consistent with the intent of the Community Design Element.

2c Permit noise attenuation measures that do not create traffic hazards along South Mitchell Canyon Road and Clayton Road and retain limited hours of trucking operation weekdays from 7:00 a.m. to 4:00 p.m. with no activity on weekends. Hours may be exceeded in event of emergency with prior city authorization.

2d Require developer to conduct noise studies to determine an appropriate noise reduction plan in event development is proposed in areas where roadway or fixed point sources exceed 60 Ldn.

Objective 3

To provide control of fixed point sources.

Policies

3a Encourage Concord Pavilion not to generate noise in excess of 60 dBA in Clayton.

3b Limit construction activities to the hours of 7:00 a.m. to 5:30 p.m on weekdays and 9:00 a.m. to 6:00 p.m. on weekends when adjacent neighbors are affected.

3c Restrict home sound equiment noise in excess of 55 Ldn at the property line.

3d Restrict operation of home power equipment before 7:00 a.m. to after 10:00 p.m. at a noise level above 55 Ldn at the property line.

3e Consider an ordinance to reduce the nuisance effects of unattended pets.

Implementation Measures

1. Adopt mitigation measures for affected areas.

2. Provide information and assistance in measures to mitigate noise.

3. Adopt and enforce noise control ordinances.

THE EFFECT OF NOISE

Noise affects people in three ways:

1. It is detrimental to their health.

2. It interferes with their activities.

3. It reduces their economic potential.

Noise can affect the health of people to a widely varying extent, depending on the intensity. The impact can range from mildly involuntary physiological reactions to a permanent injury or even death.

Noise interferes with human activities in a variety of ways, intruding upon the total quality of life. Perhaps one of the more serious problems is disturbance of sleep; specific sound levels for this effect have been established. Noise can also interfere with cultural or leisure activities. For example, it detracts from the appreciation of park land, historic sites and other outdoor activities.

Noise can have several effects with social or economic implications. These include productivity for workers and students in both their jobs and in the schoolroom, as well as indemnity payments for work-related hearing loss. The value of residential property can be adversely affected by noise and result in reduced livability, reduced saleability, transition from owner to renter status, conversion to nonresidential uses, and pressure for zone change.

NOISE PROBLEMS IN THE CITY OF CLAYTON

The sources of adverse noise in Clayton can be separated into two categories , mobile (or line) sources, and fixed point sources. The mobile sources include the major through streets and, in particular, the route followed by the gravel trucks from the Lone Star Industries Quarry.

Mobile or Line Noise Sources

Exhibit VIII-1 indicates noise contours for the City of Clayton based on monitoring in January 1985. Exhibit VIII-2 provides projected contours based on anticipated short-term growth. The monitoring and contours verify common knowledge in Clayton. Points for development of contours are indicated in Exhibit VIII-8.

Truck and automobile traffic are the most common sources of noise in the City, and the predominate source of this noise that of the gravel trucks going to and from the quarry.

Gravel truck noise is characterized by fluctuation in frequency and duration. These changes are caused by the varying demands for the aggregates extracted by the quarry and the consequent variations in the amount of gravel truck traffic. Truck noise is further characterized by the fact that it occurs along a specific route, and the noise problems of the community are intense along this route.

Truck and automobile noise are additionally intensified in the City because of the existing cross-town thoroughfare, Clayton Road, which must serve as the truck as well as passenger car through route to eastern Contra Costa County. There appears to be no alternative truck route in the future.

Further compounding the problem of mobile noise along Clayton Road is the fact that this street must serve as the only through access for emergency vehicles with the attendant siren noise.

It should be noted that the identification, measurement, and examination of noise problems, whether from mobile or fixed point sources, is critical to the considerations of future land use planning. While problems for people who live in the existing homes may be minimized by the enforcement of the proposed ordinance, the problems of noise for future residents can better be addressed by appropriate planning and design. There have been two complaints regarding noise on Clayton Road in the past year. Based on noise contours it can be estimated that two parcels fall within the existing 70 Ldn contour and 51 parcels will fall within the contours projected for 1995. A total of 143 parcels currently fall between the 70 and 60 Ldn contour and 109 parcels will fall within the contour at 1995 levels. These contours identify base noise levels. They do not take into account mounding, changes in elevation, walls or other measures that will affect noise factors for specific homes. Individual homes can benefit from element information in general but site specific monitoring is necessary prior to action. Noise prediction will be affected by future population levels, street design and vehicle equipment standards. Concord Boulevard will not be included until population is projected.

Data deriving from the survey are presented in Appendix F. Previous noise study data is also included.

Critical Routes

The areas where existing and/or potential noise impacts are determined to have potentially severe impact on individuals that can be classified as critical are as follows:

1. The Clayton Road-Marsh Creek Road thoroughfare, including the Main Street traffic through the Town Center area of Clayton.

2. Mitchell Canyon Road, which is the gravel truck route from Lone Star Quarry.

3. The proposed Concord Boulevard extension between Silver Creek II subdivision and the intersection with Marsh Creek Road.

4. The proposed extension of Marsh Creek Road to the connection with the Concord Boulevard extension just east of the downtown area.

5. The proposed extension of Center Street to connect with the Concord Boulevard extension.

Exhibit VIII-1

Projected Noise Contours

1995

Note: Contour line locations are only approximate

Exhibit VIII-2

Existing Noise Contours

Note: Contour line locations are only approximate

CITY OF CLAYTON NOISE CONTOURS

Exhibit VIII-3

(Distance from Centerline of Roadway in Feet)

	1985				1995			
	55	60	65	70	55	60	65	70
Clayton Road between City Limit at Atchinson Stage Road	300	150	65	30	600	200	140	60
Clayton Road between Atchinson Stage Road and Mitchell Canyon Rd.	200	100	45	20	390	180	80	40
Clayton Road between Mitchell Canyon Road and Oak Street	79	37	15	10	85	40	19	10
Mitchell Canyon Road at Mitchell Canyon Court	130	65	30	15	200	90	45	23
Clayton Road from Oak Street to Mountaire Parkway	80	33	16	10	86	41	20	10
Clayton Road/Marsh Creek Road/ Mountaire Parkway to Regency Drive	95	50	22	10	110	55	27	15
Marsh Creek Road east of Regency Drive	93	48	20	10	108	53	25	13
Pine Hollow Road at Mitchell Canyon Road	80	40	19	0	100	45	20	0
Concord Boulevard from Kirker Pass Road to end	160	78	35	18		N/A		
Concord Boulevard from Kirker Pass Road to Marsh Creek Road		N/A			300	150	70	30
Concord Boulevard south of Marsh Creek Road		N/A			250	120	58	25

All contours shown in Ldn

6. Other areas of the City in close enough proximity to a street where traffic noise generation is deemed likely to produce exterior noise levels of 60 or more dBA, considering the maximum traffic volume expected.

Characteristics of Mobile Source

1. In numerous instances there was wide variation in the amount of noise produced by motor vehicles moving at the same speed.

   a. Motorcycles, especially the two-cycle type, often produce more noise than gravel trucks. trucks.

   b. The amount of noise produced by the same size trucks can vary greatly, depending upon the mechanical condition of noise muffling equipment, and the design and condition of tires.

   c. Passenger cars and pickup trucks equipped with special tires for snow and mud sometimes produce as much noise as gravel trucks.

2. Speed of the vehicle is closely related to the amount of noise produced, within increase from 25 mph to 35 mph causing a noise level increase of 4 or 5 decibles.

3. Noise levels at stop signs are significantly higher in location having considerable truck traffic, due to braking, gear changing, and acceleration noises.

4. Siren noises from emergency vehicles, especially ambulances, are a significant source of noise, particularly along Clayton Road.

Fixed Point Noise Sources

The two most prominent fixed point sources of noise in the Clayton area are located outside the Clayton city limits. They include the Concord Pavilion and the Lone Star Quarry. In both cases the city limits are over 1,000 feet away. Vibration from the Concord Pavilion can be heard in the evenings when the performers use powerful amplifying equipment. The configuration of the land may magnify the problem for Clayton residents somewhat distant from the source, while Concord residents of homes close to the Pavilion may find the problem more acute. The nature of future programming, including the type of entertainment, amplification of the sound, and the positioning of loudspeakers, promises to influence the extent of this problem. Complaints will first come from Concord residents; however, Keller development near the Pavilion should conduct noise analysis to determine the extent of this problem and development-wide and parcel-specific mitigation.

Operational noises from the two quarries in the vicinity of Clayton are generated by blasting in the course of excavating, and by machinery used in conveying, loading, and crushing the rock. The sound of blasting is infrequent. Normally a two-week period within six months will produce a single blast per day. The noise startles people and they call City Hall, but it is not continuous. Posting of blast schedules would help this problem. Machinery is used to crush rock runs continuously during quarry hours (7 a.m. to 4 p.m. on weekdays). It is a vibration noise that can be perceived in Clayton but does not exceed noise standards. Development of vacant parcels within city limits that are near the quarry would increase resident exposure to noise. Unless adequate mitigation or change in quarry operations

occur, residential development near the quarry should be prohibited. Mobile source noise from gravel trucks has been effectively limited to specified hours. Other fixed point sources of noise generally fall into the category of those which are problems for residents in the more immediate vicinity of the source. They may include, but are not limited to the following:

1. Sound reproducing and amplifying equipment such as music (live or recorded) amplifiers, radios, and television sets.

2. Construction noises resulting from the numerous home-building projects in the community.

3. Barking dogs, which sometimes intrude upon the peace and quiet and the rest of nearby residents.

4. Homeowner-operated power equipment, such as saws, mowers, tillers, etc.

Mitigation Measures

1. New developments, consideration of the noise impacts upon present and future residents must be an essential part of the environmental impact reporting and acceptance process. Mitigation measures which assure that the development will conform to State and local standards shall be required and enforced.

   Where new residential construction is proposed within an area identified as critical, a noise study together with acceptable plans to assure compliance with the standards shall be required. Required noise studies should be done simultaneously with or as part of the EIR preparation and planning process to assure that the results and recommendations will be incorporated into the project proposal, including the grading plan, street layout, height of buildings, orientation and design of buildings, design and elevation of noise barriers required, and any other elements of planning and design that may be related to the noise impacts.

2. In the case of major changes to existing streets, the noise impacts upon the residents in the area will be considered. These impacts should be determined by a noise study provided by the City with appropriate requirements for mitigation.

3. It is recommended that representatives of the Police Department, Fire Department, and local ambulance services meet for the purpose of establishing criteria for the use of emergency vehicle sirens. The aim of the criteria should be to prevent the indiscriminate or unnecessary use of sirens, while maintaining safe practices.

4. The City, through the Police Department should vigorously pursue the enforcement of the California Motor Vehicle Code with regard to illegal operation and equipment of vehicles.

5. In the case of locating and developing noise-sensitive recreational areas and activities, the City should be cognizant of the existing and potential noise impacts, recognizing that a dBA of 55 is the level at which most noise begins to interfere with outdoor activity. Conversely, introducing outdoor recreational activity may produce noise which could annoy residents.

6. A source of noise which could present a potentially significant problem for Clayton is the Concord Pavilion, as previously mentioned. The location of the Pavilion being outside the legal jurisdiction of Clayton, but the potential effects of the noise falling inside the City, presents a possible future problem. The City should research all avenues of mitigation available, including seeking the utmost cooperation with those in charge of the programming, levels of amplification, and any other factors contributing to the potential for noise problems for people in Clayton. At the same time Clayton must use design measures to prevent unnecessary exposure to noise.

7. Construction in critical noise areas should be preceded by acceptable noise mitigation measures including recommendations for changes in elevations, setbacks, construction of effective noise barriers, and any other items deemed to be necessary in an attempt to acheive the standard of less than 60 dBA in residential yard areas.

Ordinance/Enforcement

The City should enact a comprehensive noise control ordinance. It is suggested that Model Community Noise Ordinances, written by the California Office of Noise Control be adapted to apply specifically to Clayton. The noise ordinance should contain regulations and standards including, but not limited to the following:

1. The exterior noise level of 60 dBA as the maximum allowable traffic noise for homes in areas of new construction. This standard should be based upon the predicted noise level for the maximum traffic flow expected through the area.

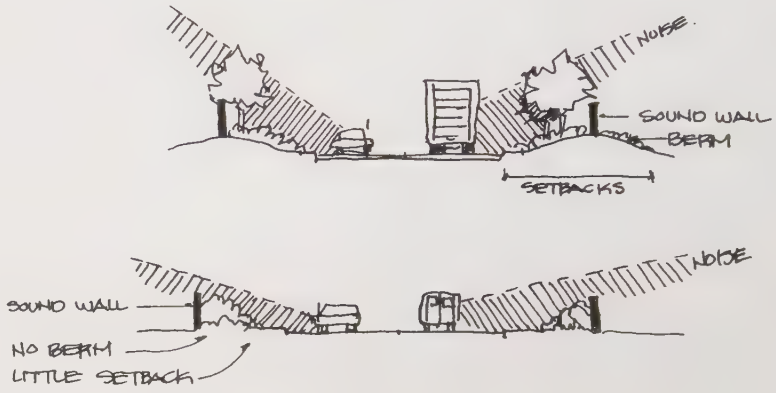
2. Regulate construction activities so as to provide relative quiet during the more sensitive evening and early morning periods.

3. Regulate the design and construction of public projects so as to cause as little as practical long-term noise inconvenience to existing residents.

4. Require acoustical studies for major residential projects as required by the State of California, pursuant to the critical areas reflected in this element.

5. Prepare a noise abatement program consistent with State and Federal guidelines, which is a) legally valid, b) not unduly costly, and c) does not impose undue hardships on landowners.

6. Require construction and maintenance of noise barriers at standards that do not permit gaps and cracks in protection.



COMMUNITY FACILITIES

9

COMMUNITY FACILITIES ELEMENT

GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION MEASURES

CLAYTON FACILITY NEEDS

COMMUNITY FACILITIES

Goal

To provide for an efficient infrastructure and facility plan and program for improvement of existing infrastructure.

Objective 1

To establish a series of facility plans to identify existing conditions and to identify a program to fulfill current and future needs.

Policies

1a Establish a sewer plan and program for providing sewerage to non-sewered areas of Clayton.

1b Establish a drainage plan that indicates areas subject to flooding and city drainage needs.

1c Establish a water plan that includes water origin, storage, main lines and branch lines, and identify system needs.

1d Identify private utility plans including program for undergrounding.

1e Identify fire protection needs for the City of Clayton.

1f Identify school needs for the City of Clayton.

1g Identify needs for public facilities including City Hall capacity, library and cultural facilities.

1h Establish a street grade and street setback plan.

Objective 2

To identify the potential for a utility corridor for Clayton.

Policies

2a Combine system maps to indicate location of corridor alignments.

2b Identify corridor compatibility among systems.

Objective 3

To provide cultural and sports facilities for the community.

Policies

3a Identify the facilities desired by the community, i.e., soccer/playfield, swimming complex, tennis courts, library, community playhouse and public meeting rooms.

Implementation Measures

1. Survey community to identify needs and priorities.

2. Identify sources of funding and method of administration for new facilities.

3. Prepare master facilities plans for sewer, water, and undergrounding of utilities.

4. Develop master plan for drainage and drainage standards.

5. Prepare infrastructure plan for Town Center and develop mechanism for funding.

CLAYTON FACILITY NEEDS

The City of Clayton is expected to have the population of 12,100 by the year 2000. This includes incorporation of all the land developed within the planning area. The City will need to provide and maintain facilities for the population stated.

Sewer Facilities

Presently the City of Clayton has limited sanitary sewer service lines supplied by the City of Concord. The main line, known as the Mountaire line, extends from Olive Drive to Kirker Pass Road in a southeasterly direction generally following Mount Diablo Creek to where it intersects with Main Street in Clayton. From there, the line runs through downtown Clayton, serving a few businesses and residences, and out Marsh Creek Road to a point in the vicinity of the Seminary where it ends. The size of the line varies from 18 inches to 6 inches within the city limits of Clayton.

Another sewer line, called the Clayton Road line, extends down Clayton Road, across Kirker Pass and then southerly through the Highlands subdivision until it intersects Pine Hollow Road. It then follows Pine Hollow Road to the Mitchell Canyon Estates. This line serves both the Highlands and a portion of Mitchell Canyon Estates.

Portions of Clayton are in transition from septic to sewer, and eventually most homes will be linked to sewer lines. The Mountaire line currently extends from Concord through Clayton. The line's capacity is adequate but will ultimately need to be upgraded by a parallel line to meet the area's ultimate demand. All future lines into the City will connect up with the Mountaire line necessitating a 27 inch total capacity in the Kirker Pass to Mitchell Canyon Road link.

Exhibit IX-1 will provide a map of all as-built lines and anticipated line extensions. The City of Concord will not expand existing lines or develop new ones unless there is additional new development that will pay for it. Main trunk sewer bottlenecks will be addressed at the time of new development.

Sewage treatment is provided by Central Contra Costa Sanitation District on a regional basis. No new plant or plant expansion is anticipated.

Water Facilities

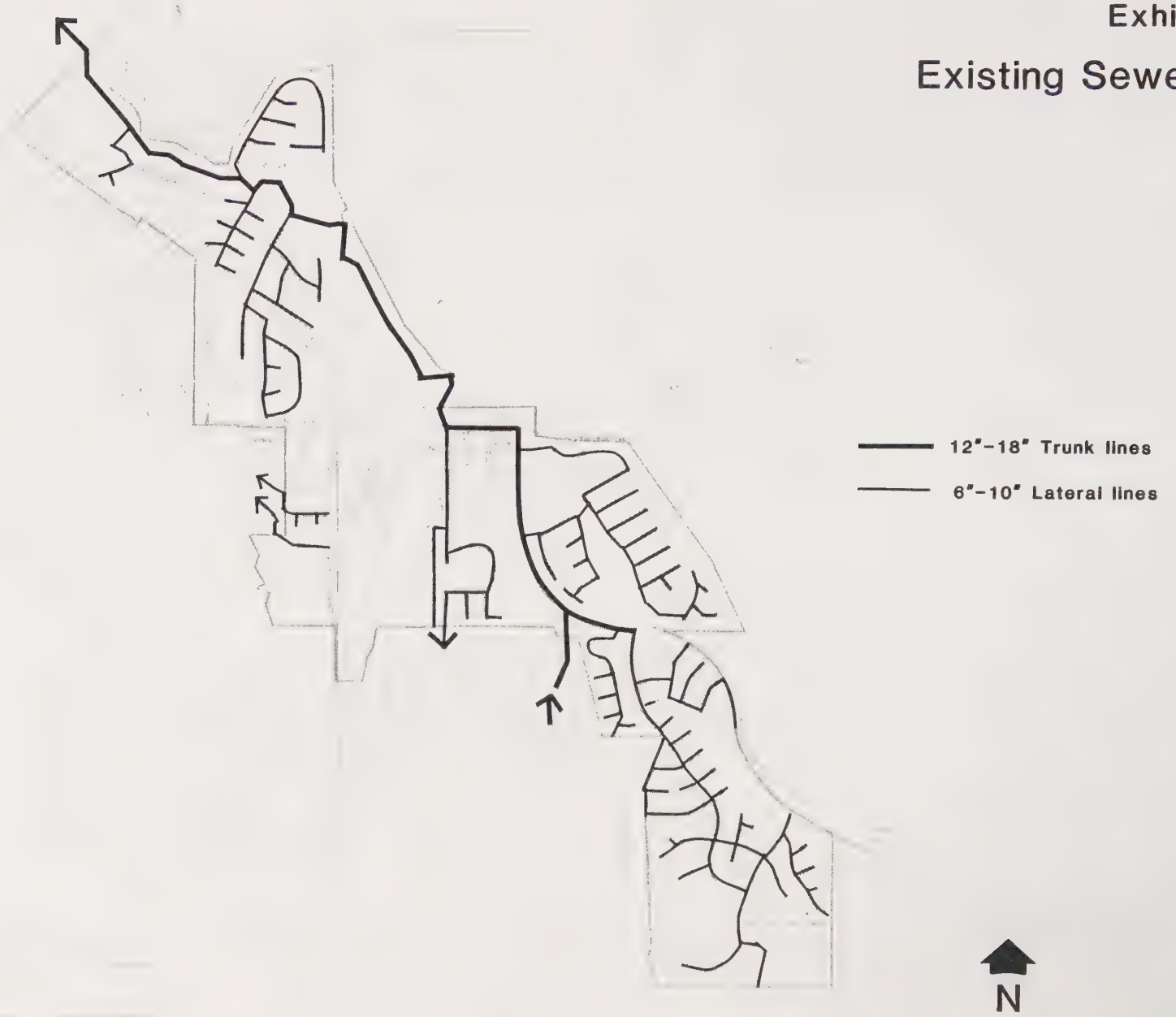
Water facilities include storage, supply, treatment and distribution for residential, commercial, industrial, public and other urban uses. An adequate water supply is and will be available to the planning area at least until the year 2000. Water planning for the area is done by the Contra Costa Water District. The major sources of water are:

1. Sacramento River
2. Sacramento River via the Contra Costa Water District Canal.

There is adequate water at the source at present and no problem in supply foreseen in the future. However, inferior water quality, due mainly to the periodic intrusion of brackish water into the river system, will be a continuing problem and; there needs to be system improvements to make water available to all parts of the Town Center. There are two zones, 4 and 5. Zone 4 tanks include the Murchio tank and the Pine Hollow reservoir. Zone 5 is fed by the Seminary reservoir and the Kirker Pass reservoir at the Pavilion. Due to need for fire flow in the downtown area, a pressure regulating valve has been placed in the downtown area. Flow must be increased to meet demand for commercial development. This will require construction of a new line for the Town Center. Exhibit IX-2 indicates water line locations.

Exhibit IX-1

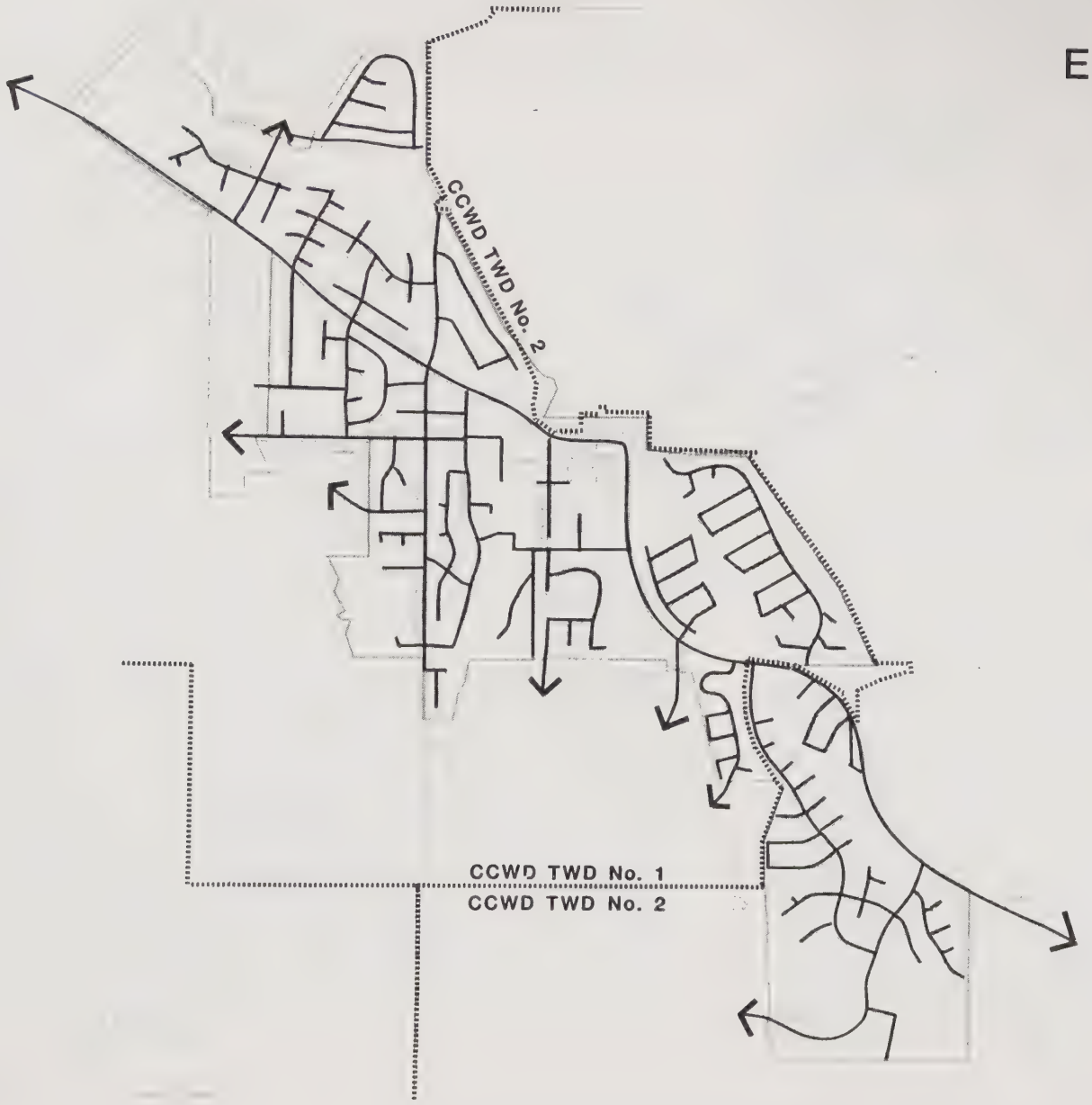
Existing Sewer lines



Source: City of Concord Sewer Base Maps

Exhibit IX-2

Existing Water lines



Source: Contra Costa Water District -Maps

Drainage

Drainage is an important consideration to an area which is changing in character from rural to urban facilities since the total run-off becomes greater in quantity and intensity. The Contra Costa Flood Control and Water Conservation District is a county-wide organization which provides an overall program for the area especially on major creeks such as Mt. Diablo, Mitchell and Donner. Drainage problems should be anticipated prior to development and coordinated with the District. The City of Clayton should develop local drainage standards.

The City of Clayton has entered into the Federal Emergency Management Agency program for flood insurance discussed in the Safety/Seismic Safety Element. The analysis of the 100-Year Flood does not provide adequate information for local drainage problems associated with future development. Future needs must be incorporated in the analysis of channel work needed. Exhibit IX-3 provides information regarding Clayton's watershed.

Fire Stations

Fire protection is provided within the study area by the Contra Costa County Consolidated Fire District. The District has a two-pumper unit station located at Clayton and Mitchell Canyon Roads at the present time. The standards established by the District serve as a guide to the placement of future stations in areas where development is relatively low. One fire station (with a pumper unit and crew) should be expected to serve an area within a 5-minute response time.

The District has undertaken some preliminary planning that may result in the relocation of the existing fire station in Clayton to a site closer to Kirker Pass and Concord Boulevard to provide better and more economical area coverage with relation to other existing stations. If the District were to pursue this relocation, it would probably not be within the next 3 to 5 years. In any event, development of the planning area at the proposed densities will require that one additional pumper unit station be located in the planning area. The General Plan recommends the future station to be located in the general vicinity of Marsh Creek Road and the proposed extension of Concord Boulevard.

Fire station locations are based on studies undertaken to minimize the conflict with barriers such as freeways, hills and the creeks. The stations should be located on major streets with good access and multiple direction possibilities. However, because of potential congestion, they should be located away from intersections of major roads.

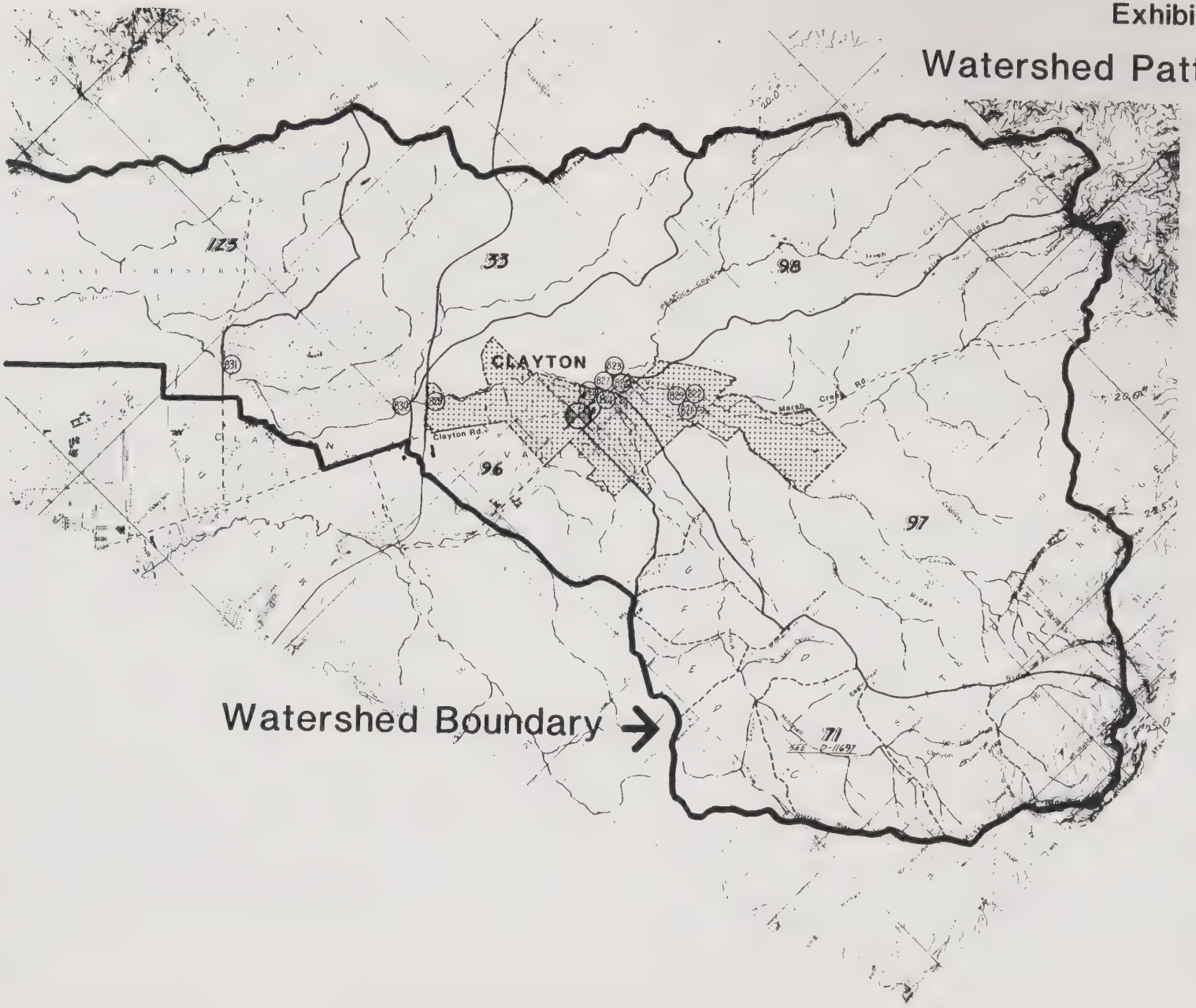
School Needs

This topic represents an area with a high potential for controversy between the City of Clayton and the Mt. Diablo School district. At present the only school facility in Clayton is Mt. Diablo Elementary School, located at 5880 Mt. Zion Drive. It has slightly over 800 students. Junior high students attend Pine Hollow Intermediate School, located on Pine Hollow Road just outside of the City limits. High school students attend Clayton Valley High School, located on Alberta Way in Concord, approximately 2-1/3 miles from the Town Center area.

Mt. Diablo Elementary School does not have the capacity to meet the growth of Clayton. There are no future school sites planned in Clayton. Future capacity should be located in schools in Concord according to one philosophy.

Exhibit IX-3

Watershed Patterns



The reduction in funds for schools, shifting population levels and declining enrollment in inner city schools have created the posture of reallocating students to available facilities rather than constructing new facilities. Based on this, the concept of community schools or children walking to the school in their neighborhood may no longer be feasible.

The size of Clayton and its facility limitations makes it important to have central community facilities such as schools to provide information, reinforce the sense of community and create a feeling of place for children.

The allocation of school facilities for Clayton must be viewed in the long term. As a potential community of 12,000 people there is great opportunity for community support for the schools as well as full-time utilization of school facilities. Mt. Diablo Elementary receives greater community use than any other facility in the District. There is high community concern for the school's welfare and greater potential for community contribution toward enhancement of the facility and its operation. It will be necessary to suggest and investigate alternatives to retain the opportunity of community elementary schools. Clayton and the School District should be open to suggestions and mindful of each others needs.

Underground Utility Corridor

The location of sewer lines, water lines, power services, communications, private pipelines and other linear uses should be coordinated into a utility corridor area to facilitate access, protection and impact to the environment and adjacent uses. Proposed corridor areas are indicated in Exhibit IX-4.

Public Facilities

Exhibit IX-5 indicates the land area owned by the City. This area is divided between open space areas and facilities.

Acquisition of Sites

Sites may need to be acquired for schools, parks or other public facilities. Re-use or new uses for existing public facilities needs to be supported. For instance, in event the fire station on Clayton Road is relocated, the City should acquire the present facility for a library or other public facility.

City Hall

The structure is 2,400 square feet in size and provides facilities for City staff and the Police Department.

Library

The County Library Administration Office acknowledges the lack of adequate library service in the southeast Concord-Clayton area, and has set as one of the top priorities additional service to this general area.

The basic criteria for the establishment of a library outlet in a community is that the library system furnish adequate library service in response to the facility furnished by the City. Generally a 1.5 to 2 acre site is required by the County, located on a well traveled arterial. Most sites are in the proximity of schools. The County standard used to determine facility size is one square foot of total floor space for each two persons in the service area. Coupled with other County library system services, such as bookmobile service, central depository and referencing facilities, Clayton should plan for a local library facility of 15,000 to 20,000 square feet. Public-owned land or land dedicated for public purpose should be considered for a library site.

Cultural Center

The construction of a community facility that would include a library, meeting rooms and other features located in the Town Center would create a focal point for the community.

Exhibit IX-4

Utility Corridors

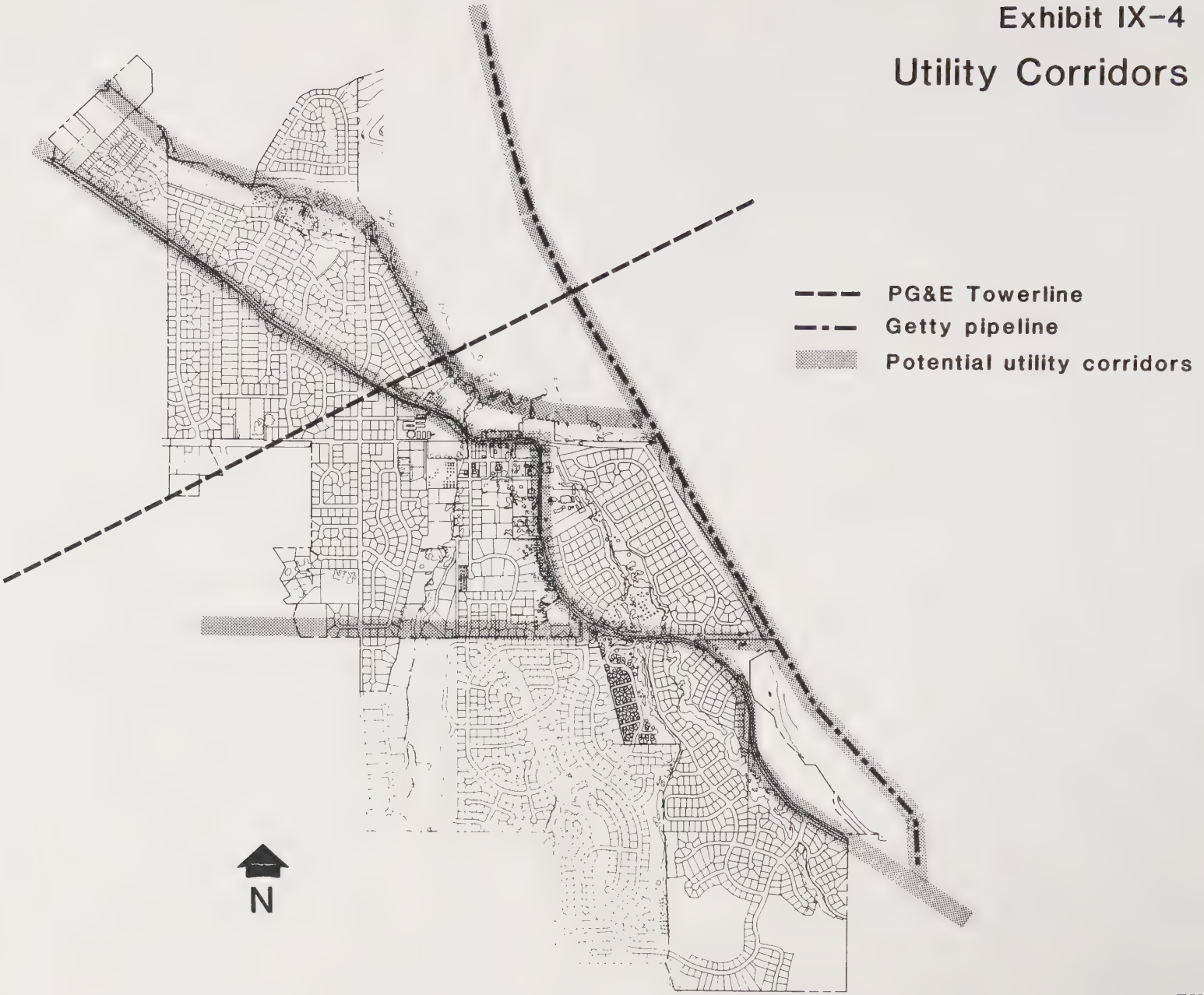
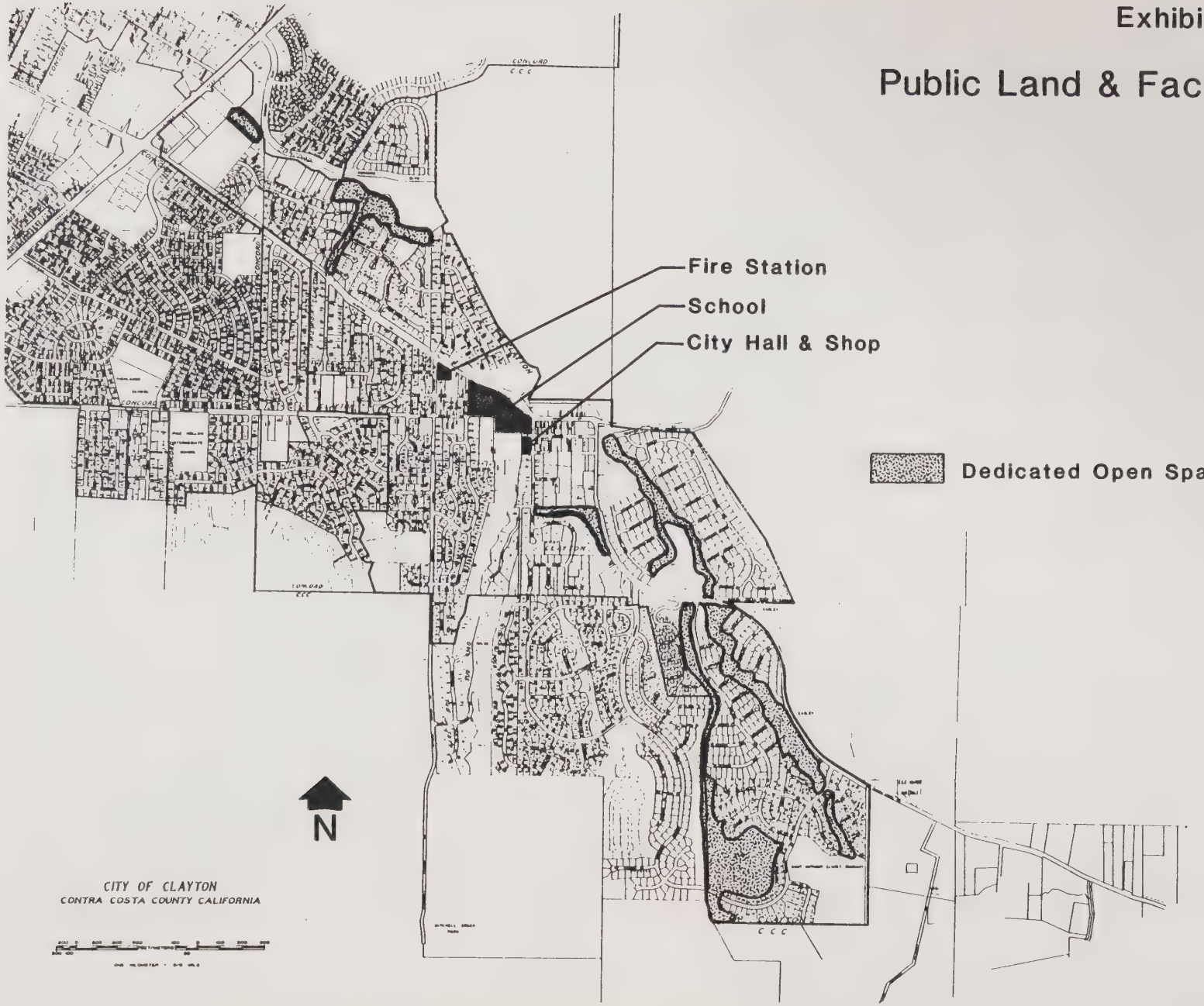


Exhibit IX-5

Public Land & Facilities



ENVIRONMENTAL ANALYSIS SUMMARY

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POTENTIAL FOR CLAYTON DEVELOPMENT

ENVIRONMENTAL ANALYSIS, MITIGATION AND ALTERNATIVES
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- Goundwater Resources
- Surface Water and Flooding
- Biological Resources
- Air Quality
- Scenic Resources
- Historic Resources
- Population Characteristics
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- Circulation and Transportation
- Noise
- Parks and Recreation
- Schools
- Library Services
- Law Enforcement
- Emergency Services
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ALTERNATIVES TO THE PROPOSED ACTION

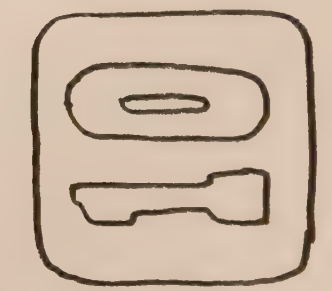
RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

GROWTH-INDUCING EFFECTS

NOP RESPONSES AND STAFF COMMENTS

ENVIRONMENTAL ANALYSIS



ENVIRONMENTAL ANALYSIS SUMMARY

Introduction

This section of the Clayton 2000 General Plan provides an analysis of the potential significant effects that may occur as a result of plan implementation. Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15166, the Environmental Impact Report (EIR) has been included within the Comprehensive Plan. No separate EIR is required. The purpose of this section is to outline how the Comprehensive Plan addresses the required issues for EIRs as defined in Article 9 of the CEQA Guidelines.

Description of Project

The project is the completed draft of an update to the City of Clayton General Plan. The description of the City and the planning issues are included in Section I. Environmental issues are discussed on a section-by-section basis. There is no project requiring an EIR currently before the City.

Description of Environmental Setting

Each element in the City General Plan contains a review of the existing conditions. More specific information is available in the respective elements and reference documents in the areas of land use, circulation, housing, geological conditions, and biological resources.

Environmental Impact

The provisions of the CEQA Guidelines required by Section 15126 are included as part of the following section titled Environmental Analysis and Mitigation.

Degree of Specificity

Section 15146(b) of the CEQA Guidelines states the following:

> "An EIR on projects such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow."

The analysis discusses the secondary effect of the plan implementation and does not attempt to discuss project-level impacts or mitigation.

POTENTIAL FOR CLAYTON DEVELOPMENT

Growth and development in the City of Clayton can occur in the following three ways:

1. Development of existing vacant and underutilized parcels.

2. Annexation of areas developed in the County.

3. Annexation of vacant land to be developed in the City of Clayton.

Development of Vacant and Underutilized City Parcels

The General Plan revision process included a review of every parcel in Clayton and outside of the City limits but within the Sphere of Influence. Within Clayton a total of 81 private parcels, totalling 149.66 acres in addition to City open space totalling 60.83 acres, were considered for development feasibility or increase in density. Exhibit X-1 identifies parcels specifically considered for change in designation as part of the General Plan revision process. Exhibit X-1 provides parcel location reference, Assessor's parcel number, size, General Plan designation, zoning designation, present use, General Plan Committee recommendation, Housing Element Committee recommendation, Planning Commission recommendation and Council adoption. A summary analysis of the effect of the change is provided below:

1. **Changes from Office and PUD to Commercial.** There were 5 parcels affected, totalling 11.87 acres. The change was in anticipation of the expiration of the Bernstein agreement provision on commercial development. Residential development to augment commercial was included as an option. Fulfillment of maximum expectation would result in 100 units of apartments.

2. **Change from Office to Town Center Commercial.** There are 10 parcels designated Town Center Commercial previously designated for office use. The change permits commercial-office development flexibility within Clayton. The Town Center area designation also permits second story residential for an area of 5.02 acres within Clayton. The maximum number of units expected would be 25.

3. **Change to Institutional designation on church sites.** There are two church sites with considerable area. The Institutional designation will affect 8.04 acres and can yield a total of 160 units.

4. **Change from 1-3 du/acre to 1.0 to 3.5 du/ac.** There are 14 parcels totalling 32.71 acres that were designated with one of the 5 previous General Plan designations ranging from one to 3 units. These designations have been consolidated into one. In many cases the effect will result in no change over the previous situation due to parcel configuration, sewerage availability and other limitations. In some cases density can be increased slightly and 33 units could be added assuming an additional unit per acre of land due to the revised designation.

5. **Changes from under 3 du/acre to 3.1-5.0 du/acre.** There are 13 parcels in this category, totalling 33.51 acres. This change in designation generally suggests an increase of 2.5 units per acre which can generate a maximum increase of 84 units.

6. **Change from 1-3 du/acre to 7.6-10.0 du/acre.** This consists of 4 parcels adjacent to the Town Center. The area consists of 2.04 acres and the potential increase is 14 units.

EXHIBIT X-1

TABLE OF PARCELS

CITY OF CLAYTON GENERAL PLAN

"CLAYTON 2000" PARCEL INVENTORY

AREA NO.	ASSESSOR'S PARCEL NO.	SIZE	1979 GENERAL PLAN DESGTN.	EXISTING ZONING	PRESENT USE	RECOMMENDATION BY GENERAL PLN. REVIEW COMM.	RECOMMENDATION BY HOUSING ELEMENT COMM.	RECOMMENDATION BY PLANNING COMM.	DESIGNATION ADOPTED BY CITY COUNCIL
I_a	118-031-007	1.23AC	PAO	PAO	Residential	Commercial	MFM(10.1-15)/Com'l	Commercial	Commercial
b	118-031-035	2.04AC	PUD	PUD/Com'l	Residential	Commercial	MFM(10.1-15)/Com'l	Commercial	Commercial
c	118-031-027	4.274AC	PAO	PAO	Residential	Commercial	MFM(10.1-15)/Com'l	Commercial	Commercial
d	118-032-018	1.76AC	PAO	PAO	Residential	Commercial	MFM(10.1-15)/Com'l	Commercial	Commercial
e	118-031-033	1.052AC	PAO	PAO	Residential	Commercial	MFM(10.1-15)/Com'l	Commercial	Commercial
f	118-031-034	1.52 AC	PAO	PAO	Residential	Commercial	MFM(10.1-15)/Com'l	Commercial	Commercial
g	118-031-031	2.37 AC	None	PUD	Church/Day Car	Institutional Assume 20/DU/AC	Institutional Assume 20/DU/AC	Institutional Assume 20/DU/AC	Institutional Assume 20/DU/AC
II	118-101-022	2.767AC	SF/High	Agriculture	Church	Institutional Assume 20/DU/AC	Institutional Assume 20/DU/AC	Institutional Assume 20/DU/AC	Institutional Assume 20/DU/AC
III_a	118-310-028	3.0AC	SF/High	R-12	Open Space	No Change	No Change	No Change	Dedicated Open Space
b	118-212-010	3.61AC	SF/High	R-12	Residential	No Change	Med Den (3.1-5)	Study	Residential No Change
c	118-020-028	14.0AC±	PUD/Med	PUD	Residential Horse Use	No Change	Med Den (3.1-5)	Med Den (3.1-5)	No Change
d	118-230-002	2.83AC	PUD/Low	PUD	Open Space	No Change	Med Ded (3.1-5)	No Change	Dedicated Open Space

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"CLAYTON 2000" PARCEL INVENTORY

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e	118-230-001	2.177AC	PUD/Low	PUD	Residential	No Change	Med Den (3.1-5)	Low Den (1.1-3)	Low Den (1.1-3)
IV a	120-043-004	2.41AC	SF/Med	R-15	Residential	Low Den (1.1-3)	Low Den (1.1-3)	Low Den (1.1-3)	Low Den (1.1-3)
b	120-043-005	2.50AC	SF/Med	R-15	Residential	Low Den (1.1-3)	Low Den (1.1-3)	Low Den (1.1-3)	Low Den (1.1-3)
c	120-043-019	1.00AC	SF/Med	R-15	Residential	Low Den (1.1-3)	Low Den (1.1-3)	Low Den (1.1-3)	Low Den (1.1-3)
V	121-090-011 121-090-016	8.65AC	SF/Med	R-15	Vacant	Med Den (3.1-5)	Low Den (1.1-3)	Med Den (3.1-5)	Med Den (3.1-5)
VI a	120-015-001	.30AC	SF/Med	R-15	Residential	No Change	Special Study Area	Future Study Area	Low Den (1.1-3)
b	120-015-002	.40AC	SF/Med	R-15	Residential	No Change	Special Study Area	Future Study Area	Low Den (1.1-3)
c	120-015-003	1.27AC	SF/Med	R-15	Residential	No Change	Special Study Area	Future Study Area	Low Den (1.1-3)
d	120-015-007	.29AC	SF/Med	R-15	Residential	No Change	Special Study Area	Future Study Area	Low Den (1.1-3)
e	120-015-008	.32AC	SF/Med	R-15	Residential	No Change	Special Study Area	Future Study Area	Low Den (1.1-3)
f	120-015-009	1.079AC	SF/Med	R-15	Fire Station	No Change	Special Study Area	Future Study Area	Low Den (1.1-3)

CITY OF CLAYTON GENERAL PLAN

"CLAYTON 2000" PARCEL INVENTORY

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VII a	118-062-008	.55AC	PUD/Low	R-15	Residential	No Change	No Change	No Change	Low Den (1.1-3)
b	118-062-007	.53AC	PUD/Low	R-15	Residenital	No Change	No Change	No Change	Low Den (1.1-3)
c	118-010-007	8.32AC	PUD/Low	Agriculture	Historic Winery	High Den (5.1-7.5) eastern part	Low Den (1.1-3) on part	Agriculture/Study Area	Agriculture/ Study Area
VIII a	118-010-009	2.64AC	Commercial	L-C	Vacant	Town Center Commercial	Town Center Commercial/High Den (5.1-715) Mix	Town Center Commercial/High Den (5.1-7.5) Mix	Town Center Commercial/High Den (5.1-7.5)Mix
b	119-012-003	1.05AC	Commercial	L-C	Vacant	Town Center Commercial	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l/ High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix
c	119-012-004	1.45AC	Commercial	L-C	Vacant	Town Center Commercial	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix
d	119-571-001	2.09AC	SF/High	R-15	Vacant	Town Center Commercial	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix
e	119-015-001 119-015-002	1.20AC +	Commercial	L-C	Vacant	Town Center Commercial	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix
IX a	119-016-001	5M SqFT	PAO	PAO	Community Hall	Town Center Com'l	No Change	Town Center Com'l High Den 5.1-7.5) Mix	Town Center Com'l High Den(5.1-7.5) Mix
b	119-016-003	10M SqFt	PAO	PAO	Vacant	Town Center Com'l	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix
c	119-016-002	5M SQFt	PAO	PAO	Vacant	Town Center Com'l	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix
d	119-016-004	.230AC	PAO	PAO	Residential	Town Center Com'l	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix

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"CLAYTON 2000" PARCEL INVENTORY

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IX$_e$	119-016-005	.34AC	PAO	PAO	Vacant	Town Center Com'l	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix
f	119-017-001	30M SqFt	PAO	PAO	Residential	Town Center Com'l	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix
g	119-017-002	10M SqFt	PAO	PAO	Vacant	Town Center Com'l	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix
h	119-018-001	1.060AC	PAO	PAO	Vacant	Town Center Com'l	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix
i	119-018-002	.36AC	PAO	PAO	Residential	Town Center Com'l	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix
j	119-018-003	20M SqFt	PAO	PAO	Vacant	Town Center Com'l	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix	Town Center Com'l High Den (5.1-7.5) Mix
X$_a$	119-021-085	.95AC	R-40-H	R-40-H	Vacant	No change	MFM (10.1-15)	MFL (7.6-10)	MFL (7.6-10)
b	119-021-001	.35 AC	SF/Med	R-15	Residential	No Change	MFM (10.1-15)	MFL (7.6-10)	MFL (7.6-10)
c	119-021-028	.40AC	SF/Med	R-15	Residential	No Change	MFM (10.1-15)	MFL (7.6-10)	MFL (7.6-10)
d	119-021-041	.34AC	SF/Med	R-15	Residential	No Change	MFM (10.1-15)	MFL (7.6-10)	MFL (7.6-10)
XI$_a$	119-021-054	1.13AC	SF/Low	R-40-H	Residential	Med Den (3.1-5)	Special Study	Med Den (3.1-5)	Med Den (3.1-5)
b	119-021-055	.97AC	SF/Low	R-40-H	Residential	Med Den (3.1-5)	Special Study	Med Den (3.1-5)	Med Den (3.1-5)

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XI$_c$	119-021-013	.93AC	SF/Low	R-40-H	Residential	Med Den (3.1-5)	Special Study	Med Den (3.1-5)	Med Den (3.1-5)
d	119-021-063	1.00AC	SF/Low	R-40-H	Residential	Med Den (3.1-5)	Special Study	Med Den (3.1-5)	Med Den (3.1-5)
e	119-021-019 119-021-020	.60AC .94AC	SF/Low	R-40-H	Residential	Med Den (3.1-5)	No Change	Med Den (3.1-5)	Med Den (3.1-5)
f	119-400-001	1.51AC	SF/Low	R-40	Residential	Med Den (3.1-5)	No Change	Med Den (3.1-5)	Med Den (3.1-5)
g	119-400-002	1.02AC	SF/Low	R-40	Residential	Med Den (3.1-5)	High Den (5.1-7.5)	Med Den (3.1-5)	Med Den (3.1-5)
h	119-400-006	.917AC	SF/LOw	R-40	Residential	Med Den (3.1-5)	High Den (5.1-7.5)	Med Den (3.1-5)	Med Den (3.1-5)
i	119-400-004	1.844AC	None	PUD	Vacant	Med Den (3.1-5)	High Den (5.1-7.5)	Med Den (3.1-5)	Med Den (3.1-5)
j	119-400-005	.918AC	None	PUD	Day Care	PUD/Day Care Center	PUD/Day Care Center	PUD/Day Care Center	PUD/Day Care Center
k	119-400-003	1.013AC	None	L-C	Commercial Nursery	No Change	No Change	No Change	No Change
XII	119-080-017	10.AC±	PUD/High	PUD	Horse Center Agriculture	No Change	High Den (5.1-7.5)	High Den (4.1-7.5)	High Den (5.1-7.5)
XIII	122-060-011	24.24AC	PUD	PUD/School	Religious Training	No Change	Special Study	No Change	PUD/School

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XIV	119-040-019	13.52AC	SF/High	Agriculture	Residential Lght. Ind.	Low Den (1.1-3)	No Change	Low Den 1.1-3	Low Den 1.1-3
XV 1	SOI	57.45AC	SOI	SOI	Vacant	Med Den (3.1-5)	Med Den (3.1-5)	Med Den (3.1-5)	Med Den (3.1-5)
2	SOI	60.55AC	SOI	SOI	Vacant	Low Den (1.1-3)	Low Den (1.1-3)	Low Den (1.1-3)	Low Den (1.1-3)
3	SOI	13.96AC	SOI	SOI	Vacant	Med Den (3.1-5)	Med Den (3.1-5)	Med Den (3.1-5)	Med Den (3.1-5)
4	SOI	29.07AC	SOI	SOI	Vacant	Low Den (1.1-3)	Low Den (1.1-3)	Low Den (1.1-3)	Low Den (1.1-3)
5	SOI	65.03AC	SOI	SOI	Vacant	Rur Est .2-1.0	Rur Est .2-1.0	Rur Est .2-1.0	Rur Est .2-1.0
6	SOI	32.46AC	SOI	SOI	Vacant	Low Den (1.1-3)	Med Den (3.1-5)	Med Den (3.1-5)	Low Den (1.1-3)
7	SOI	58.50AC	SOI	SOI	Vacant	Med Den (3.1-5)	Med Den (3.1-5)	Med Den (3.1-5)	Med Den (3.1-5)
8	SOI	24.84AC	SOI	SOI	Vacant	Low Den (1.1-3)	Low Den (1.1-3)	Low Den (1.1-3)	Low Den (1.1-3)
9	SOI	7.3AC	SOI	SOI	Vacant	MFL (7.6-10)	MFL (7.6-10)	MFM (10.1-15)	MFL (7.6-10)
10	SOI	15.62AC	SOI	SOI	Vacant	High Den (5.1-7.5)	MFM (10.1-15)	MFL (7.6-10)	High Den (5.1-7.5)
11	SOI	10.80AC	SOI	SOI	Vacant	Low Den (1.1-3)	Med Den (3.1-5)	Low Den (1.1-3)	Low Den (1.1-3)
12	SOI	45.49AC	SOI	SOI	Vacant	Sl Con (0-.1)	Sl Con (0-.1)	Sl Con (0-.1)	Sl Con (0-.1)

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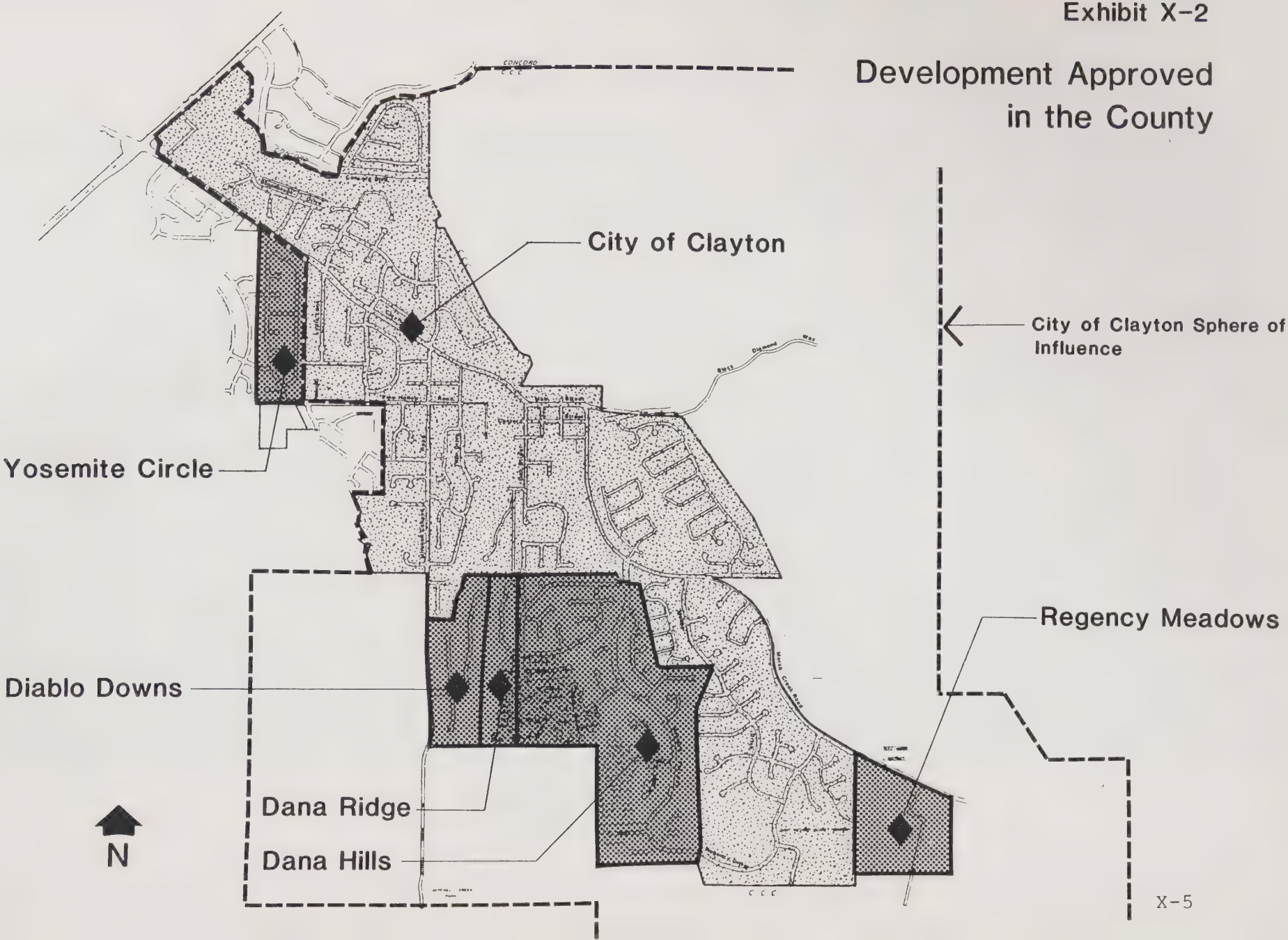
XV 13	SOI	774.30AC	SOI	SOI	Vacant	S1 Con (O-.1)	Open Space	Open Space	Open Space
13a	SOI	Part of above	SOI	SOI	Vacant	None	None	Study Area	No Study Area
CF	SOI	10.5 AC	SOI	SOI	Vacant	8.90 AC Community Facility	None	10.5 AC Community Facility	8.9 AC Community Facility
XVI a	SOUTHEAST PORTION SOI	100AC ±	SOI	SOI	Rural Res.	None	None	Study Area	Study Area
b	78-020-004	11.58AC	SOI	SOI	Vacant	None	Med Den (3.1-5)	Study Area	Study Area
XVII	SOI	8.5AC	SOI	SOI	Residential	None	None	High Den (5.1-7.5) Maximum 50	High Den (5.1-7.5) Maximum 50
XVIII	119-070-003 SOI	20.63AC	SOI	SOI	Vacant	None	None	Med Den (3.1-5)	Med Den (3.1-5)

Exhibit X-2

Development Approved in the County



7. **Change to 10-15 du/ac.** No sites have been identified under this designation at this time.

8. **Parcels with no change indicated.** Of the 81 parcels considered for change in density, a total of 25 parcels were excluded from increase. There were several reasons, including septic tank sewerage, flooding potential, inconsistency with surrounding parcels, physical constraints of the site and other apparent limitations.

9. **Parcels reduced in density.** A single 3-acre parcel belonging to the City was redesignated to Open Space.

10. **Parcels designated as "Study".** A single parcel (DeMartini Winery) totalling 8.32 acres was designated as Study, pending resolution of a dispute among heirs.

11. No public sites were identified as surplus. City property considered consisted of 61 acres of Open Space.

The maximum number of units that could be constructed within the existing City Limits were 253 units of single family, cluster and multiple types in addition to 160 units of senior housing for a total of 413 units.

Annexation of Areas Developed in the County

Exhibit X-2 identifies those areas that have been subdivided and developed within Contra Costa County and would be able to annex to the City of Clayton. This includes Dana Hills, Diablo Downs and potentially Regency Meadows. Environmental issues have been resolved for these projects upon their development. Annexation into the City of Clayton would provide an improved social circumstance due to a more efficient system of service delivery and strengthened community linkages.

Annexation of Vacant Land to be Developed in the City of Clayton

The primary area envisioned for development is the Keller Ranch. The Keller Ranch has been the subject of several EIRs. In each case the area development has varied slightly, as has the number of units.

The adopted General Plan designated land use within Keller Ranch by establishing 12 areas of residential development at varying densities. Open space area totals 774.3 acres. Commercial Town Center area totals 19.3 acres and a community facility area totals 9 acres. Exhibit X-1 lists the exact acreages for all areas. Additional discussion of aspects of Keller Ranch can be found in each of the Elements and Appendices.

There is additional land within Clayton's Sphere of Influence that needs to be identified. It is estimated that south of Keller Ranch there are 100 acres of land in parcels predominately 5 acres or less in size that are on well and septic tanks. These parcels were divided in the County, often with restrictions on further division. Additional estate development under present designation can be estimated at 10 units. There are 3 larger parcels which have attracted attention. The Four Winds parcel has been the subject of an EIR and lengthy hearings. The proposal was the development of a 32-unit retirement community on 11 acres. The second parcel is an odd shaped site at Marsh Creek Road extension belonging to W. H. Easley. An increase from one unit per acre to over 5 units per acre has been approved in this General Plan revision. The net increase yield will provide 58 units of cluster development. The last piece belongs to Seeno Construction and is

adjacent to the Keller Ranch. This parcel was increased from the 32 units approved previously to a maximum of 100 units providing an increase of 68 units.

The maximum number of units generated by these General Plan revisions is 669, consisting of the revision to Keller, Seeno Marsh Creek and Easley Marsh Creek properties. There is an additional parcel on the west side of Clayton known as the Murchio Estate. This parcel is the site of the Lone Star Quarry, and no residential or commercial development is anticipated there.

This document does not provide sufficient environmental detail to enable major development without further analysis. This General Plan does not intend to identify all the mitigation measures necessary prior to project approval. The purpose of the General Plan has been to consolidate information regarding Keller Ranch, to clarify the issues of Keller Ranch and to discuss the potential of this development in relationship to the existing community. Since the Keller Ranch project has been in consideration for over 10 years and has been the subject of four EIRs, it should come as no surprise that one day it will be developed. Whether the development will occur in Contra Costa County or in Clayton is unknown at this time. The project is in the Clayton Sphere of Influence and based on this, it should develop in Clayton. Prior to development an EIR will be required that will address localized impacts, cumulative impacts and impacts on adjacent jurisdictions. Since there is no active proposal at this time, it is not possible to foresee potential constraints and opportunities provided by the future application. Therefore, discussion of Keller Ranch can only include references to previous concerns under varying development concepts.

It is assumed that this General Plan revision and EIR will provide an adequate base of information for future analysis of development.

Relationship of Development to the EIR

The parameters of the EIR are directed to the potential for new development as discussed in the previous section. The specific land use changes and their maximum yield brought about by the adoption of the General Plan have been enumerated. Each Element identifies existing circumstances, possible effects and mitigation measures.

The purpose of the General Plan is to bring elements into compliance with existing laws, to include known information and to review vacant land potential within the City and its Sphere of Influence. Plan effects within Clayton will result from implementation of a clear document rather than establishment of new development directions.

ENVIRONMENTAL ANALYSIS AND MITIGATION

PHYSICAL FEATURES

Topography

a. Potential Impacts

The Land Use and Housing Elements illustrate the distribution of future land use. The construction of housing, roadways and other forms of development could adversely affect significant topographic features. Policies are identified for the different intensities of land use and steepness of slope to limit topographical alteration.

b. Mitigation Measures

Potential adverse impacts to topography in the City are mitigated by the policies of the General Plan. The distribution of land uses on the Land Use Map is based upon a scenario that restricts uses to percent slope. Urban residential uses (greater than 2 du/ac) are restricted to a 0-15 percent slope. Rural residential land uses (1 acre minimum lots or greater) are generally permitted on a slope between 15-25 percent. Slopes greater than 26 percent are protected from intensive development.

The Open Space/Conservation Element includes policies to protect significant hillsides and ridgelines from development. The Open Space Element designates the areas of significant hillsides and ridgelines as Reserve Management/ Conservation Areas and includes policies to protect their integrity.

Geology

a. Potential Impacts

The Safety Element and Appendix E discuss the geologic constraints affecting the City. Although several potential types of hazards exist, landslides have the greatest potential to do extensive damage. USGS and EIR maps delineate areas where potential impacts may occur without adequate mitigation.

b. Mitigation Measures

The policies of the Safety Element mitigate geologic hazards through restrictions. It is the policy that if a potential hazard exists, a detailed geotechnical investigation must be undertaken by a qualified engineer. In addition, known or suspected landslides must be corrected or avoided. Protected areas shall be designated as a Resource Management/Conservation Areas. Known studies are identified in the Safety Element and Appendix E.

Seismicity

a. The Safety Element discusses the potential impacts of a seismic event.

b. Mitigation Measures

Geotechnical studies are used to identify mitigation measures, which include setbacks and UBC Zone 4 construction measures.

Soils

a. Potential Impacts

Future development in the City will have a potential impact on soils in the City. The Keller Ranch is suitable rangeland. Its development will eliminate land that is used for livestock grazing but is not suitable for intensive cultivation.

b. Mitigation Measures

The density of the Keller Ranch is less than 1.5 units per acre. By clustering development, hundreds of acres will remain as range. Clayton has nearly its entire southerly city boundary designated as State park and its eastern boundary beyond Keller in the County Williamson Act Program. The western boundary includes a quarry and the City of Concord; and at Clayton's northern boundary lies the City of Concord. Clayton does not intend to develop additional areas to the east, although the City would like to exert influence on the County in the event that development is proposed. Park and agricultural preserve areas are identified in the Open Space/Conservation Element.

Groundwater Resources

a. Potential Impacts

Areas of the City of Clayton have wells and septic tanks. The City began as a large lot rural community where expansion and infill occurred. Consequently, initial homes had wells and septic tanks. Following incorporation, additional homes on acre-plus lots were developed with septic tanks. In the late 70s newer subdivisions on smaller lots were built with full services. Eventually all septic tanks will be eliminated.

Aquifer recharge areas are most likely to be found along the many creeks. The City of Clayton protects these likely aquifer recharge areas through protection of its greenbelt system, which establishes open space corridors along streams. These corridors protect water flow and recharges. Springs have been identified in the Clayton area. These will be protected for their benefits as well as potential for undermining pavement and foundations. There is no proposal that would increase draw down or contaminate water resources or eliminate areas with high recharge potential.

b. Mitigation Measures

The City will continue to protect streams within its flood plain as greenbelts, it will require investigation of spring locations in the Keller Ranch area, and it will support expansion of municipal services to unsewered areas.

Surface Waters and Flooding

a. Potential Impacts

Flood channels are an important resource in Clayton. They provide open space and a trail system. They comprise a significant element of the City's character. Mitigation measures are necessary which address the need to retain the creek resources and also lessen the risk of damage caused by flooding.

b. Mitigation Measures

The Open Space Element designates the natural creeks and channels as a significant open space

resource to be conserved and protected. The Safety Element policies stress the need to retain the natural creeks and channels as the primary flood control and drainage system.

The creeks do not offer sufficient capacity at present to provide adequate flow in event of a 100-Year storm. The extent of the problem is discussed in the Safety Element. The difficulty of providing adequate flood protection is not the common problem of encroachment of development into the floodplain but the extent of alteration and destruction of current greenway amenities necessary to provide adequate flood protection. Clayton has not suffered flood devastation in recent history but without adequate preventative measures, flood damage can be expected. Prevention of new development will not prevent the existing problem.

Biological Resources

A series of EIRs noted in the bibliography have identified biological resources in the City of Clayton.

a. Potential Impacts

Removal of habitat as a result of development, although no specific endangered species have been identified.

b. Mitigation Measures

The City shall promote open space protection measures such as residential clustering, park dedication, Williamson Act contracts protection of significant vegetation in project design and expansion of the greenbelt system.

Air Quality

a. Potential Impacts

The construction, population increase, and expansion of City area will contribute to deterioration of air quality. Emissions will be chiefly attributed to increased auto usage. Development in Clayton will tend to generate higher vehicle miles traveled than will high-rise apartments within walking distance from the newly emerging employment centers in Central County.

Since Clayton is at the end of the valley, periods of inversion will bring poor air quality.

Carbon Monoxide hot spots are likely at Kirker Pass intersections with Clayton Road and Concord Boulevard. A detailed discussion of air quality is included in the Safety Element.

b. Mitigation Measures

Aside from project level mitigation measures related to construction activities, the most effective local implementation will be those measures that reduce single-vehicle occupant commuters, general dependence on the automobile and necessity of long trips to stores for goods and services. Land use allocation within Clayton will benefit air quality through more centrally located commercial facilities, higher density concentrations of land use rather than dispersal of density, and measures to facilitate non-auto travel. Additional mitigation discussion can be found both in the Safety Element and in the Circulation Element.

Scenic Resources

a. Potential Impacts

Future growth could reduce the amount of open space and change the rural character of the community. The recognition of scenic resources and provisions for their long-term protection can be lost if adequate consideration is not given. Negative effects would include the elimination of open space, the blocking of views and vistas, and the reduction of vegetation and wildlife.

b. Mitigation Measures

The Community Design and Open Space/Conservation Elements establish the importance of scenic resources in maintaining Clayton's rural character. Each element contains policies to protect and manage the scenic resources of the City.

Historic Resources

a. Potential Impacts

The Community Design Element has identified historical buildings and sites within the City. Without adequate mitigation, some of these sites could be destroyed by new development or neglect. An archaeological site of major significance (CCo-222) is also found in the Town Center.

b. Mitigation Measures

The City of Clayton's General Plan expresses the need for the City's land use, circulation and community design policies to consider historic preservation. The final area of consideration includes provisions for archaeological site protection. Depending upon the location and parcel size, surveys performed by qualified archaeologists should be required on development projects to ascertain if a site exists. Pages 23-28 of the 1983 Keller Ranch EIR by LSA describe the value of this site and mitigation measures necessary to its protection.

Population/Social Characteristics

a. Potential Impacts

The original Wilbur Smith General Plan adopted in 1971 called for a City build-out of 9,554 units and 37,106 people. The previous General Plan identified a total of 2,455 units and 7,856 people including Keller Ranch but not the annexation of developed unincorporated areas. The adopted General Plan has a maximum build-out of 3,399 units generating 11,217 persons at 3.3 persons per unit. This includes the existing 1,540 city units but does not include either the 555 units developed outside city limits or the study area south of Keller. The ultimate build-out of the community will bring change but it will also bring resolution of the development controversy that has affected Clayton. The general level of development will not adversely affect Clayton. The issues rest with the type and character of development.

b. Mitigation Measures

Several elements of the General Plan address the potential impacts of growth. Specifically, sections regarding public services such as roadways, water, sewer, and schools state that new development should not be approved beyond the ability of the City or other public agencies to provide a consistent level of service. Also, several elements of the Plan include policies to retain Clayton's rural character through open space preservation and community design guidelines.

Development Issues

Land Use and Zoning

The General Plan is designed to clarify the land use policies and zoning regulations of the City. Therefore, property owners, residents, and business people will have a clearer understanding of future land uses and the methods of implementing land uses through zoning regulations.

The Land Use Element includes policy guidelines for ensuring that the basic pattern of land use will be retained. This will be accomplished through encouraging in-fill development and discouraging the conversion of open space not directly adjacent to the existing development areas. To implement the General Plan it will be necessary to establish new zones and prepare a consistency matrix.

Circulation and Transportation

a. Potential Impacts

The Circulation Element describes Clayton's setting, current road usage and the potential demand on the system. Road improvements are needed to accommodate growth and to bring the Clayton road system from a rural standard to a city standard.

b. Mitigation Measures

Road system improvement needs are described in the Circulation Element. The means for accommodating the increase in population will include new roads, street widening and intersection improvements but there are two other concerns that must also be incorporated into solutions. Region-wide traffic management must be considered and the respective roles and contributions of jurisdictions determined. Improvement of transit, car pool, van pool, and bicycle opportunities must be pursued and other transportation system management measures investigated.

Noise

a. Potential Impacts

Adverse noise conditions that exist in the City are principally traffic generated. Noise levels will be increased by future growth. Several residential areas and an elementary school are affected by adverse noise levels. Overflight noise from commercial or military aircraft does not affect the City. No railroad lines cross the City, and noise from industry is highly localized and not considered an adverse impact. Noise from gravel trucks hauling rock from an adjacent quarry provides the single greatest source of complaint. Passenger vehicle traffic noise along Clayton and Marsh Creek Roads is the second highest cause of complaint. Quarry blasting and earthmoving also draw complaints on occasion.

b. Mitigation Measures

The Noise Element includes information identifying the patterns of current and future excessive noise levels. The Noise Element establishes acceptable outdoor noise levels for single-family residential (60 dBA CNEL), and an indoor level of 45 dBA CNEL. The recognition of the location of anticipated noise levels principally along arterial roadways in the design of future development will mitigate adverse noise levels. Policies in the plan address acceptable design methods of reducing noise such as setbacks, clustering, architecture, orientation, window placement and construction. The policies state that the use of a block wall should be used only when other techniques either fail to reduce adverse levels or significantly increase the cost of construction beyond a reasonable amount.

Community Services

Community Services and Facilities

a. Potential Impacts

Impacts on community services are generally related to growth. The Draft Keller Ranch EIR written in February 1983 was based on community impacts caused by 1,825 residential units and 190,000 square feet of commercial space and 60,000 square feet of office area. The general impact of buildout of the remainder of Clayton upon services will not be significantly increased beyond what will be experienced by the development of the Keller Ranch. Specific impact of development is discussed in the Keller EIRs. City-wide development does not alter the parameters of that discussion.

b. Mitigation Measures

Specific construction measures, mitigation fees and service expansion generally provide mitigation for service needs.

Parks and Recreation

a. Potential Impacts

Presently there are no standard neighborhood parks in the City of Clayton. The elementary school provides recreation facilities. City parklands fall within the greenbelt system. New development will create pressure on existing facilities. However, new fees are generated by subdivision development. The potential for recreation opportunities will be improved by new development. A conventional park is indicated on the Keller plan.

b. Mitigation Measures

The City will designate neighborhood park sites and will continue to collect fees for park land development. The City may also develop activity nodes within its greenbelt system. Prior to this an overall concept should be developed for the system.

Schools

a. Potential Impacts

The Clayton Planning Area is located within the Mt. Diablo Unified School District. In addition to Clayton, the District serves Concord, Pleasant Hill, portions of Martinez, West Pittsburg and Walnut Creek as well as additional unincorporated areas. Schools that serve

children from Clayton are the Mt. Diablo Elementary School, Pine Hollow Intermediate School and Clayton Valley High School. Since the Clayton area is experiencing growth, these schools are subject to overcrowding.

The District as a whole is experiencing a decline in enrollment. Therefore, Clayton students from new developments may be shifted to fill other schools that are less crowded.

For Clayton residents, attendance at an elementary school in Clayton is an important unifying aspect. Community needs should be evaluated along with District needs.

b. Mitigation Measures

Collection of SB 201 funds and possible dedication of land are the most commonly used mitigation measures at this time; however, it will be important to monitor other alternatives.

Library Services

a. Potential Impacts

There is no library in Clayton. A bookmobile stops once a week to provide library services. New development may stimulate the need for expanded library facilities and services. It is likely that in the event a library was proposed in Clayton, the facility would receive substantial local support.

b. Mitigation Measures

Local fund drives and general fund allocations could mitigate the cost of establishment of a library in Clayton.

Law Enforcement

a. Potential Impacts

The City of Clayton has a police force of 8 persons including a chief. Expansion of the community will require enlargement of the force. Any expansion of the force will be coordinated with the phasing of development.

b. Mitigation Measures

The cost and benefit of new development shall be evaluated. One criteria shall balance the expansion of general revenues and the need for additional patrolmen.

Fire Protection

Potential Impacts

Clayton is within the Contra Costa County Consolidated Fire Protection District. There is an existing fire station at the intersection of Clayton and Mitchell Canyon Roads. In event that the Keller Ranch develops, the station is to be relocated near the area of Main Street and Concord Boulevard. The new station would serve all of Clayton, and, presumably, the old station would be abandoned for some other use.

Mitigation Measures

The Fire District will obtain land or fees or both from Keller Ranch when development occurs. Since the initial phase of development could not pay for a station, some funding mechanism would be necessary. Fire District requirements and recommendations for new development include the following:

1. A water supply system for fire protection shall be installed and maintained with fire flows equal to or greater than those required by Fire District standards and guidelines. Determination of actual requirements will depend upon specific information regarding building size, construction type, spacing and occupancy. Hydrant spacing shall be in accordance with Fire District standards and guidelines. (The water supply reservoir capacity is estimated at 240,000 gallons, depending on maximum fire flow requirements.)

2. Every building must be accessible to fire apparatus by means of streets or roads meeting or exceeding Fire District standards and guidelines which relate to driving surface widths, curve, radii, grades, grade changes, load support and turnarounds.

3. Access gates and fire roads must be provided for fire apparatus to reach open space areas at locations specified by the Fire District. The City should provide perpetual easements for such access as may be required by the Fire District.

4. A plan to be approved by the Fire District for the perpetual control and abatement of hazardous weeds, grass and brush in all open space areas must be submitted. Such plans may include disked firebreaks, cattle grazing, and/or fire resistant planting.

5. The travel time and distance demands for responding fire companies cannot be completely resolved by station establishment or relocations. Accordingly, District fire flow delivery capabilities will be limited to less than standard. To compensate for these limitations, the following additional mitigation shall be required.

   (a) All buildings requiring a minimum fire flow in excess of 1,000 gpm, or located in an area requiring a minimum fire flow in excess of 1,000 gpm, shall have a fire retardant roof covering as specified by the Fire District.

   (b) All buildings requiring a minimum fire flow in excess of 1,500 gpm, or located in an area requiring a minimum fire flow in excess of 1,500 gpm, shall have automatic fire extinguishing systems specified and approved by the Fire District.

6. Plans showing compliance with the above mitigation measures shall be submitted to and approved by the Fire District prior to the commencement of any construction.

7. Fire danger shall be a determinant in selection of roof material.

a. Potential Impacts

The Contra Costa County Water District provides water to the Clayton area; however, District boundaries do not currently include the entire Keller Ranch. At the present time, water service is available in Pressure Zone 4 (elevations below 420 feet), Zone 6 (600 to 760 feet in elevation) and Zone 7 (760 to 880 feet). Storage in Zone 5 (elevations between 420 to 600 feet) in the Clayton area has reached maximum capacity and

reservoir facilities are being constructed. No service is presently available to ele vations above 880 feet (Zone 8).

There are existing Zone 4 water mains along Main Street and Concord Boulevard. However, the water main line on Main Street is not of sufficient size to meet the Fire District's minimum fire flow requirements for certain commercial uses. In Pressure Zone 5, a 20-inch water main exists along Marsh Creek Road, and a 16-inch main exists along Easley Drive between Marsh Creek Road and Center Street. Zones 6 and 7 water mains are presently located along Marsh Creek Road.

Build-out of Keller Ranch will require major improvements in existing water supply facilities. Existing water mains for various pressure zones would require extension. New pump stations and reservoirs would also have to be provided.

Water mains in Pressure Zone 4 could be extended to the site and a loop could be created by connecting Concord Boulevard and Main Street lines via Concord Boulevard extension and Marsh Creek Road (north). This extension would probably serve commercial and residential development located north of Center Street and west of Concord Boulevard. Since Zone 4 lines in Main Street do not have sufficient water flow to meet fire flow requirements for commercial uses, augmentation or modification of the Main Street line would be required. Additional storage in this zone would probably not be required.

In Zones 5, 6 and 7 additional storage would be required. Actual locations are presently unknown. Reservoirs for these zones could probably be located on the Keller Ranch. Maximum required elevations for adequate water pressure in Zone 7 would range between 960 and 990 feet. A hydropneumatic water system would probably be used to serve residents in Zone 8; however service in Zone 8 would be limited to a maximum elevation of approximately 955 feet. Lots located in Seclusion Valley are proposed above this elevation, and, depending upon whether a reservoir could be located at the required elevation, water service to these lots may pose significant limitations.

Existing water mains in Zones 5 and 6 would have adequate capacity to serve the Keller Ranch, and modification of these mains would not be anticipated. There would be two separate water systems in Zones 6 and 7. In these zones, the District would expect to connect the northern portion of the site to existing Zone 5 mains located at or north of Center Street while the southern portion of the site would be connected to Zone 6 mains located in Marsh Creek Road.

To reach the reservoirs in upper pressure zones, the District would have to pump the treated water through Pressure Zones 1, 2 and 3. Increased water demand due to the project would add to the requirement for additional pumps in the District's lower pressure zones. Costs for these improvements would be the District's responsibility; however, the District would be compensated for these improvements by a facilities reserve fee charged to the developers. All other improvements would be the financial responsibility of the project sponsor. Costs would also include acquisition of land for any necessary off-site reservoirs.

b. Mitigation Measures

To provide water service to all of Keller Ranch, the project sponsor must apply to LAFCO for annexation to the Contra Costa Water District. Annexation will have to be approved by the Water District Board.

The City must work with the Water District in ensuring the design of an efficient water distribution system to eliminate under-pressured pockets.

The developer shall be required to screen all new reservoirs with landscaping and/or earthen berms to eliminate their visual impact.

If water service sufficient for fire protection cannot be provided, lots proposed above 955 feet in elevation should be eliminated or relocated.

Sewer

a. Potential Impacts

Sewage generated in the Clayton Planning Area is currently transported via a sewage collection system operated by the City of Concord. The present trunk sewer system within Clayton consists of 12, 15 and 18 inch sewer lines. This system carries sewage effluent via the Concord Boulevard trunk sewer to waste water treatment facilities of the Central Contra Costa Sanitary District located in Pacheco.

The current capacity of the Central Contra Costa Sanitary District's treatment plant is 38 million gallons per day (mgd) based on a secondary level of treatment. The 1980 average dry weather daily flow was close to 35 mgd and it is obvious that the plant is operating near its authorized discharge capacity (Hall, 1982). Proposed plant improvements, now in the design stage, will provide additional treatment capacity of 45 mgd and this work is anticipated to be completed by late 1985. The District cannot guarantee that sewer connections will be available for any proposed developments until the planned expansion of the treatment plant is completed.

Based upon intended capacity, buildout development in Clayton will require increase in capacity of the treatment plant and in the lines through Concord.

The buildout development of Clayton will generate between 891,584 (1821 new units) and 1,035,136 (2359 additional new units) gallons of sewage per day assuming 3.2 persons per unit, 95 gallons per capta daily and 10,000 gallons per acre for 31.8 acres of commercial development.

A major trunk line must be completed to serve area growth. Developers have agreed upon funding the construction of a trunk line and their receiving reimbursement at the time of building permit.

Demand for sewage treatment by the proposed project would costitute over 2.5 percent of the Central Contra Costa Sanitary District's present 38 mgd treatment capacity. The plant is operating at near capacity. Therefore permits may need to be provided on a discretionary basis until expansion is complete.

b. Mitigation Measures

Infrastructure plans need to be adopted that will identify facilities, method of initial payment and method of long-term reimbursement.

The City of Concord has a series of hook-up charges that are intended to offset system improvements.

Solid Waste

a. Potential Impacts

Build-out of the City will increase the generation of solid waste. Solid waste services are provided by Pleasant Hill Bayshore Disposal Service. Present dumping is at the Acme Land Fill site in Martinez. This land fill is nearing capacity. The County is presently studying new disposal site alternatives.

b. Mitigation Measures

Increased use of trash containers and source separation for recycling have been effective methods used in other jurisdictions. Clayton should support these efforts. Ultimately new disposal sites will have to be designated in Contra Costa County.

Energy Consumption and Conservation

a. Potential Impacts

Major energy consumption at the time of construction is attributed to grading. Energy consumption in completed facilities is affected by solar access, orientation and design. Energy consumption due to transportation is reduced by alternatives to single-passenger auto use.

b. Mitigation Measures

Mitigation measures related to construction can be found in Appendices B and G and mitigation measures related to transportation can be found in the Circulation Element.

Medical Services

a. Potential Impacts

There are two emergency medical clinics in Clayton located at the Kirker Corridor and in the Town Center. Area hospitals include John Muir in Walnut Creek and Mount Diablo in Concord. Growth will increase pressure on the delivery of medical services; however, market demand will increase availability of clinics and anticipated population may generate additional State funding.

Telephone, Cable Electricity and Natural Gas

a. Potential Imapcts

Growth will generate demand for utilities. Since the City of Clayton is urbanized, the extension of private utilities does not appear to pose any limitation.

b. Mitigation Measures

The City is considering establishment of utility corridors for utilities to limit conflict and intrusion.

UNAVOIDABLE SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECTS

The adoption of this Plan did not generate any new unavoidable significant adverse environmental effects. The plan provides analysis of the existing setting, review of the potential for vacant land and balance between the many conflicting demands generated by government agencies and local interests. Any development will affect four conditions: land use, air quality, water quality and traffic. In each case, the adopted Plan's effects do not significantly alter previous plans or approvals. The issues are summarized for the sake of perspective.

1. Land Use

The growth anticipated but not generated by the General Plan will convert undeveloped areas of the City to some form of development, principally residential. However, this is offset by the objectives of the Plan that encourage in-fill development and restrict development outside of the existing developed area. Therefore, the land use impact created by development is reduced by the community's desire to retain open space and a rural character.

2. Air Quality

The growth anticipated but not generated by the General Plan will add air pollutants. The Plan has several sections which reduce the amount of pollutants generated to the least amount feasible but, it is impossible to mitigate the problem entirely. It is noted that Clayton's contribution to increased air pollutants on a regional scale is a small fraction of the overall increase anticipated by new development.

3. Water Quality

Additional growth will also contribute more water pollutants than exist today to surface water. These occur from increased refuse and automobile fluids being washed from City roadways into the local drainage and creek system.

4. Traffic

New development will generate traffic on Clayton streets as well as on major corridors leading toward employment. It will be necessary to respond to impacts by developing a transportation model and mitigating problem areas.

ALTERNATIVES TO THE PROPOSED ACTION

The No Project Alternative is considered infeasible because the City is required by State law to adopt a General Plan with seven mandatory elements and a consistent zoning ordinance. The General Plan does not expand the area of development. It refines existing policies. An alternative to this is not practical.

1. Greater Urban Density Alternative

The General Plan proposes a land use pattern that is low density overall. An alternative would be to increase densities overall to allow extensive urban development and result in a

substantially higher population than intended. While this alternative would create a much greater opportunity for affordable housing, new jobs, and commercial business, it would require a significant change to the existing developed area of the City, to the community's desire to retain a rural character, and to the analysis and mitigation of impacts.

Because the Clayton Valley is nearly built out, urban development would require extensive redevelopment. It would require an expanded circulation system and changes in development standards. This alternative is rejected because it is infeasible based upon the existing development and economics of today. Significant redevelopment and displacement would occur at a tremendous social and economic cost to the community. The Clayton setting is not suited for major expansion of services and extensive urban development while it is trying to retain a rural lifestyle. The growth proposed will require substantial design and environmental mitigation on the project level.

2. Reduced Growth Alternative

The General Plan process was compelled to consider alternatives. From the level of individual parcels to policy applications, alternatives were considered by two different committees, the Planning Commission and the Council. The alternative land use designations are indicated in Exhibit X-1. The adopted plan provides an increase above the previous plan but does not reach the level proposed by the Housing Element Committee.

THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The General Plan combines both short-term planning in zoning implementation measures and long-term productivity, maintenance, and enhancement of the City's General Plan. Therefore, the General Plan is designed to achieve a reasonable balance between what can be done today and what should be reserved for the future. Particularly, the policies of the Plan preserve Clayton's rural character over the urbanization that is continuing to occur in most California cities. The General Plan is a growth management scenario that emphasizes long-term productivity over short-term gains or uses.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The secondary effects of the General Plan include anticipated growth that will commit undeveloped land to development, nonrenewable energy resources to use, and the City to a definite course of action consistent with the Plan. The General Plan seeks a balance based upon expressed community values between what will be lost and what will be preserved or enhanced. The Plan will preserve Clayton's rural character even though some development will occur. The overwhelming majority of the outlying open space that exists today will be preserved while open space within the developed areas without adverse slopes will be developed. In this manner, the Plan proposes a long-term community planning scenario that will minimize resource depletion.

GROWTH INDUCING EFFECTS

Any change in the General Plan affects growth. The purpose of this effort was to clarify policies and issues as well as improve the base of local information. The existing General Plan would allow a total of 2455 units. The General Plan Committee alternative allowed 3361 units, the Housing Element Advisory Committee proposed 3899 units, the adopted Plan identifies a maximum of 3,399 units.

The numbers do not represent a wide range. The City is opposed to additional development to the east of Keller and in this way none of the alternatives represent a step toward additional growth. It must be recognized that utilities developed for the Keller Ranch could be extended further east.

SUMMARIES OF RESPONSES TO NOTICE OF PREPARATION AND STAFF COMMENT (2/13/85)

CITY OF CONCORD

Written statement confirmed telephone conversation that the NOP map was in error and that the plan maps will not include areas within the Concord Sphere of Influence or City limit.

Staff Comment

The NOP map was taken from the 1971 Wilbur Smith General Plan. It had no legal or intended status other than a general indication that the Clayton plan revision was comprehensive rather than a response to a project. The maps in the draft plan have been drawn with the intent for accuracy and based on the best available information. It is the intent of the City of Clayton to have a document that is thorough and provides reliable base information for future decisions. Further corrections are anticipated in the draft and the City looks forward to the assistance of the City of Concord.

CONTRA COSTA COUNTY CONSOLIDATED FIRE DISTRICT

Requested design information as to proposed zoning, types and sizes of proposed buildings, projected populations, proposed streets, water supplies and access to open space or wildland areas. The District feels that future development will have a definite impact on district resources and mitigation will be necessary.

Staff Comment

At this time no specific development proposals are being considered. Upon submission of application, meetings will be held between applicant, City and representatives of the Contra Costa County Consolidated Fire District and the Eastern Contra Contra Costa County Fire District. It should be noted that no "new" areas are being considered for development.

CONTRA COSTA COUNTY FLOOD CONTROL

Point out that if current land use plans are modified, significant downstream flooding and erosion could result. Preliminary proposals for improvement of Mt. Diablo Creek between Bailey Road and Marsh Creek have been submitted to the Clayton City Council for review. These improvements are necessary to mitigate the potential flooding of the downstream areas caused by urbanization of the upstream areas. No action has yet been taken on the preferred alternative. More intensive development in the Clayton Planning Area will increase the area of impervious surface which may affect Mt. Diablo Creek within and downstream of the City of Clayton. Flooding generated by Mt. Diablo Creek also has the potential for affecting other watershed areas. The EIR should evaluate these impacts.

Staff Comment

The review of the Land Use/Housing Elements will support the notion that there are no proposals for new development from the standpoint of flood control. The development of the Keller Ranch will require specific on-site and downstream flood control measures. This level of project detail is not available at this time.

Clayton does need to develop a firmer base of drainage and creek overflow information in order to facilitate parcel improvements and evaluate future flood control project needs. Consideration of flood project alternatives will be presented to the City of

Clayton soon. Clayton hopes that the draft General Plan review will serve as a catalyst to identifying infrastructure needs and pointing out logical steps for their improvement. The City will look forward to working closely with flood control on mutual needs.

CONTRA COSTA RESOURCE CONSERVATION DISTRICT

No comment at this time.

CONTRA COSTA SANITARY DISTRICT

Any development within the City of Clayton presently uses or will be connected to the City of Concord's collection system. Any information regarding the collection system such as size, slope, depth, capacity, etc. should be directed to the City of Concord.

This District's concern of existing or future effluent generated by developments within the City of Clayton is limited to the impact on the District's wastewater treatment facilities at Pacheco. Present flows based on 1984 average dry weather flow is approximately 35 MGD, which is near its authorized discharge capacity of 38 MGD based on a secondary level of treatment. Proposed plant improvements will provide additional treatment capacity of at least 45 MGD upon their anticipated completion in late 1985.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

No comment at this time.

CONTRA COSTA COUNTY WATER DISTRICT

No comment at this time.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Reviewed NOP and while comments submitted are directed to specific projects, the District felt that they could become even more meaningful when directed at general plans.

A five-step process is proposed:

1. Analysis of existing land uses as related to air quality in the plan or project area and in potentially impacted areas nearby.

2. Specification of worst-case air pollutant emissions from, or due to, the project--for the averaging times specified in applicable ambient air quality standards.

3. Consideration of mitigation measures to reduce the air quality impacts of the project. Useful references are: "Local Government Guide to project Mitigation and Other Improvement Measures for Air Quality", BAAQMD 1983 Draft; and "Guidelines for Air Quality Impact Assessments", Section V, California Air Resources Board, 1983. The Metropolitan Transportation Commission also plans to publish a guide to traffic and air quality mitigation measures in 1985.

4. Use of accepted air quality modeling procedures to produce estimates of maximum ambient pollutant concentrations. For large projects, we recommend the model CALINE3 to evaluate motor vehicle carbon monoxide impacts. (Some simplified modeling techniques are contained in the publication, "Guidelines for Air Quality Impact Analysis of Projects", available from BAAQMD).

5. Comparison of estimated concentrations with State and Federal air quality standards, with respect to maximum values and/or frequency of exceedances.

The points or areas of maximum air quality impact should be defined, and the impacts on sensitive receptors should be analyzed--residential areas, schools, hospitals, nursing homes, playgrounds, park/recreation facilities. Where there are other existing or planned developments in the vicinity of the proposed project, we recommend that cumulative effects also be analyzed. Where mitigation measures are proposed, we suggest that traffic and air contaminant reductions be quantified, and that commitments to implementation be identified.

Staff Comment

To the extent possible these comments are considered in the last section of the Safety Element. It should be noted that it is difficult to respond to complex form letter comments that do not take into account the nature of the plan proposed.

STATE OF CALIFORNIA OFFICE OF PLANNING AND RESEARCH

Sent a copy of NOP transmittal notice to State agencies.

STATE OF CALIFORNIA DEPARTMENT OF CONSERVATION

Reviewed the NOP and found that project may result in the loss of valuable farmland. A lengthy series of standard general questions are asked relative to a specific " project".

Staff Comment

Since no new areas are proposed for development, staff would recommend that the reviewers of the Department of Conservation review the Open Space/-Conservation section and Environmental Analysis sections of Clayton 2000 and direct specific comments to issues raised.

NATIVE AMERICAN HERITAGE COMMISSION

Stated their responsibility to preserve places of religious or social significance to Native Americans and request to be informed when their interests were affected.

STATE OF CALIFORNIA DEPARTMENT OF PARKLAND RECREATION

Concerned by affect on Mt. Diablo State Park.

Staff Comment

No negative effect is foreseen.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

Sent standard form letter response identifying the need for the following information:

1. Trip generation, distribution and assignment.

2. ADT (average daily traffic), and AM and PM peak hour volumes for Clayton Road, Marsh Creek Road, Main Street and for all significantly affected streets and highways.

3. Volumes for all through and turning movements in the affected intersections/interchanges should be shown.

4. Data should relate to existing and future conditions, the latter with project traffic and with cumulative traffic generated by approved projects within the study area.

5. Proposed mitigation, including modal alternates and highway improvements, and the proposed financing mechanisms for same.

Staff Comment

The Circulation Element responds to the form letter issues. It should be noted that no new areas of development are proposed.

SUMMARIES OF DRAFT EIR COMMENTS AND STAFF RESPONSES

CITY OF CONCORD

Concord identified the potential for impacts on its transportation system, sanitary sewer trunk line system, storm drainage system, trails system and other areas. Concord identified the sensitivity of the Concord Pavilion as affecting more sensitive uses and being affected by construction noise and dust. Concord mentioned that previous Keller concerns remain appropriate considerations for the General Plan. Concord expressed the implicit requirement to mitigate inter-jurisdictional impacts through a Clayton ordinance or other means. Concord underscored their need for traffic to be channeled to Clayton Road via a central city connection rather than funnelled entirely onto Concord Boulevard.

Staff Comment

The response has highlighted Concord's concerns regarding the effect of development in Clayton upon Concord. There are no major development proposals under consideration at this time. Clayton is interested in meeting with Concord to discuss mitigation measures including fees to meet inter-jurisdictional problems. Considerable discussion in the General Plan EIR was devoted to potential impacts in areas of traffic and other systems. It does not appear from Concord's comment that any of this information is challenged but that the importance of mitigating impacts cannot be overlooked in the development process. Clayton's response to this issue will be twofold. First, any project with potential for generating impacts upon Concord will receive conditions to offset impacts upon Concord through design facility construction or fee. Second, Clayton will begin the process of discussion of ordinances to provide mitigation fees prior to application pressure.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Approved of the discussion of air quality and recommended a series of minor corrections as follows:

a. Inclusion of background carbon monoxide concentrations in calculations of Exhibit VII-8.

b. Changes in Exhibit VII-5 to include recent changes in State and Federal air pollution standards.

c. Corrections in Exhibit VII-7.

Staff Comment

Staff has responded to all of the minor corrections proposed by the BAAQMD with changes in exhibits specified.

CONTRA COSTA COUNTY FLOOD CONTROL DISTRICT

Indicated that Flood District studies differed from FEMA and identified a wider area subject to flooding. Suggested that project plans should include ultimate buildout (to the year 2030) that there is substantial encroachment within the 100-Year Flood. That flood protection measures have been previously introduced but were met with significant local opposition. Flood Control felt that the draft General Plan should have more discussion on the subject of flooding due to the increased runoff from future developments. Flood Control recommended the addition of sentence to explain the purpose of flood improvements in the EIR.

Staff Comment

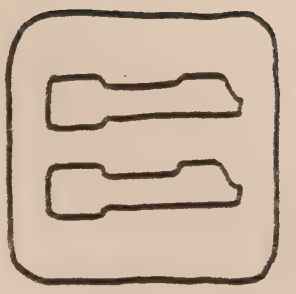
The primary comments directed to Clayton General Plan are based on reports and presentations prepared in August 1985. This information will be cited and incorporated into the General Plan. The Flood Control District receives all projects for review and its conditions are incorporated into project conditions. A timetable is being prepared to reconsider the alternatives for flood control measures along Mt. Diablo Creek. The points raised were related to city process rather than need for information.

STATE OF CALIFORNIA ENVIRONMENTAL HEALTH

Requested that additional information be provided with respect to fixed point sources of noise. They requested that the Lone Star Quarry and the Concord Pavilion locations be indicated on noise maps and additional detail regarding their operation be provided. The comment suggested that land uses be reviewed to ensure that sensitive uses were not being exposed to noise unnecessarily. Other comments consisted of minor corrections and the recommendation that if noise potential or exposure is increased, the developer should conduct additional noise studies.

Staff Comment

For all new sensitive development, noise mitigation will be required at the design stage. The Concord Pavilion and Lone Star Quarry each have potential development nearby. Development in these areas will use existing topography and manmade attentuation measures to reduce this factor and will be added upon development. Minor corrections will be made in the text and requirements for additional noise study when necessary will be required.



GLOSSARY

GLOSSARY OF COMMONLY USED PLANNING AND ENVIRONMENTAL TERMS

Abatement - The method of reducing the degree or intensity of a public nuisance or pollution.

Absorbtion - The penetration of a substance into or through another.

Acclimation - The physiological or behavioral adjustments of an organism to changes in its immediate environment.

Access Road - Road extending across private or government land from a public road to the right-of-way.

ADT - This abbreviation stands for average daily trips and serves as a measurement of road use.

Adverse Impact - This term applies to the effects of an action or project which has negative consequences for the physical, social or economic environment.

Aeration - The process of being supplied or impregnated with air. Aeration is used in waste water treatment to foster biological and chemical purification.

Agricultural Preserve - Land designated for agriculture, recreation, foothill pasture, or conservation based on the County General Plan subject to size and zoning conditions.

Air Pollution - The presence of contaminants in the air in concentrations that prevent the normal dispersive ability of the air and that interfere direction or indirectly with man's health, safety or comfort or with the full use and enjoyment of his property.

Alluvial - Deposited by stream action.

Ambient - Surrounding on all sides, used to describe measurements of existing conditions.

Aquifer - Underground bodies of water or water bearing layers of rock, sand or gravel.

Aquifer Recharge Area - Area of land usually adjacent to bodies of water or stream which allows water to filter to subsurface aquifers.

Archeological - Relating to the material remains of past human life, culture or activities.

Arterial - A major street carrying large volumes of relatively high speed traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

Attenuation - To lessen the amount, force or severity.

Bedrock - The solid rock underlying unconsolidated surface material such as soil or gravel.

Biota - All the species of plants and animals occurring within a certain area.

BTU - "British Thermal Unit" The amount of heat required to raise the temperature of one pound of water one degree fahrenheit at its point of maximum density.

California Land Conservation Act - Also known as the Williamson Act and established in 1965, this act provides a program whereby counties can support the preservation of agricultural land. The program entails a contract between the County and an owner of land whereby the land is taxed on the basis of its use rather than market value. The land becomes subject to certain enforceable restrictions and certain conditions need to be met prior to the agreement.

Carbon Dioxide - A colorless, odorless, non-poison gas that is a normal part of the atmosphere.

Carbon Monoxide - A colorless, ordorless, highly poisonous gas. This gas is produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Clay-Pan - A dense compact layer in the subsoil having a much higher clay content than the overlying material. Claypans are usually hard when dry, plastic and sticky when wet, and impede the downward movement of water, air and plant roots.

Collector - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Community Noise Equivalent Level - Community noise equivalent level (CNEL) is a scale which takes account of the magnitude and duration of all noise events received at a point. Weighting factors are included which place greater importance upon noise events occurring during the evening hours (7-10 p.m.) and even greater importance upon noise events at night (10 p.m. to 6 a.m.). It is measure in decibels.

Conservation - Planned management of a natural resource to prevent exploitation, destruction or neglect.

Critical Facility - Includes facilities housing or serving many people or otherwise posing unusual hazards in case of damage from or malfunction during an earthquake, such as hospitals, fire, police and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Decibel - Abbreviated "dB", the decibel is a unit of measurement of the intensity of sound. The common abbreviation dBA represents decibel measurement of sound or the A scale which approximates the auditory or hearing sensitivity of the area.

Deposit - Natural accumulation of material such as minerals or material left in a new position by natural transportation such as wind and water.

Differential Settlement - Also known as subsidence which represents the compaction of loose soils at differing rates causing a change in surface elevation.

Ecology - The inter-relationship of living things to one another and their environment or the study of such inter-relationships.

Effluent - A waste or pollution discharged for a specific source.

Emission Standard - The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species - A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environment - The combination of all external influences and conditions affecting life, development and ultimate survival of an organism including man.

Epicenter - Part of the earth's surface directly above the focus of an earthquake.

Erosion - The wearing away of the land surfaces by running water, wind and ice.

Expansive Soils - Soils which swell when they absorb water and shrink as they dry. Primarily found in clays.

Expressway - An arterial highway with full or partial control of access and with some intersections at grade.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Active Fault - A fault that has moved recently and which is likely to move again. For planning purposes, "active fault" is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.

Potentially Active Fault - (1) A fault that last moved within the Quaternary Period before the Holocene Epoch (the last 2,000,000 to 11,000 years); (2) A fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

Inactive Fault - A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

Fire Break - A natural or artificial barrier where plants have been removed for fire-control purposes.

Fire Hazard Severity Scale - A system of classifying and delineating wildland areas of varying potential for fire using three criteria: fuel loading (in terms of wildland plants); weather; and slope.

Fire Hazard Zone - An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Flood - A temporary overflow of a watercourse onto lands that are used or usable by man and not normally covered by water.

Flood Plain - The relatively flat area or lowlands adjoining a river, stream, watercourse, ocean or lake which have been, or may be covered by water.

Freeway - A road serving high-speed traffic with no crossing interupting the flow of traffice (i.e., no crossings at grade).

Fuel Break - A wide strip of land on which plants have been thinned, trimmed, pruned or changed to types which burn with lower intensity so that fires can be more readily put out.

Fuel Loading - The quantity of plants and other fuel per unit of land area.

Fuel Management or Fuel Modification - The use or removal of plants in the wildlands to reduce the intensity of an approaching wildfire and to increase the ability to prevent or fight fires which preserving and enhancing environmental quality.

Geological - Pertaining to rock or solid matter.

Geotechnical Evaluation - A professional evaluation using scientific methods and engineering principles of geology, geophysics, hydrology, and related sciences.

Ground Cover - Grasses or other plants grown to keep soil from being blown or washed away.

Ground Failure - Mudslide, landslide, liquefaction, or the seismic compaction of soils.

Groundwater - Water within the earth that supplies wells and springs.

Groundwater Table - Fluctuating level of groundwater within the earth; high during rainy season; low during dry season.

Gully - A channel resulting from erosion caused by concentrated but intermittent flow of water which is deep enough to interfere with normal tilling operations.

Habitat - The place or type of site where a plant or animal naturally or normally lives and grows.

Hardpan - A hardened soil layer caused by cementation of soil particles with organic materials or other matter.

Hazardous Building - A building that may be hazardous to life in event of an earthquake because it:

(1) Was constructed prior to the adoption and enforcement of local codes requiring earthquake resistant design of buildings;

(2) Is constructed of unreinforced masonry; or,

(3) Exhibits any one of the following characteristics:

Exterior parapets and ornamentations that may fall on passers-by;

Exterior walls that are not anchored to the floors, roof, or foundations;

Sheeting on roofs or floors incapable of withstanding lateral loads;

Large openings in walls that may cause damage from torsional forces; or

Lack of an effective system to resist lateral forces.

Hazardous Material - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals and nuclear fuels.

Herbaceous - Vegetation having little or no woody fiber and lasting usually for only one growing season.

Historic Landmark - An existing structure or monument which serves as a unique reminder of social, economic or political history of Clayton.

Historic Resources - Includes, but is not limited to any object, building, structure, site, area or place which is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (Public Resources Code Sectin 5020.1)

Historic Site - A unique reminder of Clayton or Contra Costa County history indicating where an important building stood, where an important event took place, or where something such as an Indian Village or pioneer community was located.

Hydrocarbons - A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Igneous Rock - Rock formed from the cooling and solidification of molten matter within the earth.

Impact - Effect of any direct man-made actions or indirect repurcussions of man-made actions on existing physical, social or economic conditions.

Implementation Measure - An action, procedure, program or technique that carries out general plan policy. Example: "Develop a geologic hazard overlay zoning classification and apply it to all geologic hazard areas identified in the general plan".

Implementation Program (Action Program) - A coordinated set of measures to carry out the policies of the general plan. Example: Open-space action program for implementing open-space policies.

Improvement - Term used to indicate structured or utility additions on a vacant parcel of land.

Indirect Source Pollution - Generally water or air pollution generated by an area rather than at a specific point. A dust storm is a form of indirect source air pollution.

Infrastructure - The physical systems and services which support development and people, such as streets and highways, transit services, airports, water and sewer systems, and the like.

Intermediate Regional Flood - A flood that could occur about once in a 100 years, although it may occur in any given year due to a combination of meterological condtions.

Inversion - An atmospheric condition where a layer of cool air is trapped by a layer of warm air so that it cannot rise. Inversions spread polluted air horizontally rather than vertically so that contaminating substances cannot be widely dispersed. An inversion of several days can cause an air pollution episode.

Land Capability Classification (U.S. Soil Conservation Service) - A grouping of soils into classes (I-VIII), subclasses, and units according to their suitability for agricultural use, based on soil characteristics and climatic condtions.

Land Classification - The arrangement of land units into various categories based upon the properties of land or its suitability for some particular purpose.

Landslide - A general term for a falling mass of soil or rocks.

Ldn - This abbreviation stands for averal level day-night noise contours. It serves as a noise exposure estimation technique which divides the day into two time periods and estimates noise in decibels.

Leachate - Commonly chemical and biological particles carried by water as a result of rain water percolating through waste materials.

Leaching - The removal of materials in solution from soil.

Less-Than-Fee Purchase - Acquisition of a partial interest in land.
Acquisition of Easements - California cities and counties may purchase or accept "open-space" and "conservation" easements, whereby the property owner relinquishes for a period of time or in perpetuity the right to alter the property in a manner that will disturb the open-space character of the land (Government Code Secions 51070 et seq. and Civil Code Sections 815 et seq.) Easements may also be employed to preserve historic resources and provide public access through private land.

Levee - A man-made embankment to prevent flooding.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain.

Local Road - A roadway that provides local access to abutting properties, mainly used by passenger vehicles. This type of road has the lowest traffic volumes and permitted speeds.

Local Scenic Highway - A segment of a state or local highway or street that a city or county has designated as "scenic".

Local Street - A street providing direct access to properties and designed to discourage through-traffic.

Major Collector Street - A roadway that collects traffic from two or more minor collector streets and carries to community center or high volume traffic way. This roadway generally allows medium speeds in urban areas and higher speeds in rural areas.

Marsh - Periodically wet or continually flooded areas with the surface not deeply submerged.

Maximum Credible Earthquake - The most severe earthquake that appears capable of occurring, based on present information, including (a) the seismic history of the area; (b) the length of significant faults within 100 kilometers; (c) the type(s) of faults; and, (d) the tectonic or structural history of the region.

Meander - A turn or winding of a stream.

Metamorphic Rock - Rock derived from pre-existing rock through heat and pressure.

Micro Climate - Small scale differences in climate caused by localized wind patterns, solar exposure and shelter.

Micro Relief - Small scale, local difference in topography, including mounds, swales or pits.

Minerals - Inorganic substances wuch as gold, iron, and nickel, and compounds formed from such organic substances as natural gas, petroleum, coal and peat.

Minimum Fire Flow - A rate of water flow that should be maintained to halt and reverse the spread of fire.

Minor Collector Street - A roadway that collects vehicles from local streets and carries these vehicles to locally important traffic generators. Roadway generally allows low speed travel.

Mobile Source Pollution - A moving source of pollution commonly referring to air pollution caused by automobiles.

Monitoring - Periodic or continuous determination of the amount of pollutants or radio-active contamination present in the environment.

Mudslide (Mudflow) - A flow of very wet rock and soil.

National Ambient Air Quality Standards - (NAAQS) The prescribed level of pollutants in the outside aire that cannot be exceeded legally during a specified time in a specified geographical area.

Nitric Oxide - (NO) A gas formed nitrogen and oxygen when combustion takes place under high temperature and high pressure, as in internal combustion engines. NO is not itself a pollutant, however, in the ambient air, it converts to nitrogen dioxide, a major contributor to photochemical smog, which results in eye irritation, aerosol formation and plant damage.

Nitrogen Dioxide - (NO_2) A compound produced by the oxidation of nitric oxide in the atmosphere, a major contributor to photochemical smog, which results in eye irritation, aerosol formation and plant damage.

Node - A geographical point at which roads or other linear features end, originate or cross.

Noise - Any sound which is undersirable because it interferes with speech and hearing, or is intense enought to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound".

Non-Renewable Natural Resources - Inanimate resources that do not increase significantly with time and whose use diminishes the total stock (e.g., minerals and fossil fuels).

Objective - A measurable goal. Example: "To reduce peak-hour traffic congestion to a service level 'C' by 1984."

Official County Scenic Highway - A segment of a county highway the Director of the Department of Transportaion (CALTRANS) has designated as "scenic".

Official State Scenic Highway - A segment of a state highway identified in the Mast Plan of State Highways Eligible for Official Scenic Highway Designation and designated by the Director of the Department of Transportation (CALTRANS).

Overdraft - Removal of water from an underground source at a rate higher than replenishment.

Oxidant - Substances conforming oxygen that react chemically in the air to produce new substances. Such substances contribute to smog.

Oxides - A combination of oxygen and some other chemical element.

Paratransit - Transportation systems, such as jitneys, car pooling, van pooling, taxi service and dial-a-ride arrangements.

Parent Material - The unconsolidated and weathered mineral or organic matter that makes up part of a soil.

Particulate - Finely divided solid or liquid particles in the air on in an emission. Particulates include dust, smoke fume, mist spray and fog.

PPM - An abbreviation which stands for 'parts per million', generally used in determing the quantity of a pollutant in another substance such as air or water.

Peat - Unconsolidated soil material consisting largely of undecomposed organic matter under conditions of excessive moister.

Percolation - The downward movement of water through soil.

Permeability - The eases with which gases, liquids or plant roots penetrate or pass through a bulk mass of soil or a layer of soil.

Photochemical Oxidants - Seconday pollutants formed by the action of sunlight on the oxides of nitrogen and hydrocarbons in the air; they are the primary contributors to photochemical smog.

Photochemical Smog - Air pollution associated with oxidants rather than with sulfur oxides, particulate, etc. Produces necrosis, chlorosis and growth alterations in plants and an eye and respiratory irritant in humans.

Plan Proposal - An explanation of how policies specifically apply to an area. Example: "Establish a green-belt along River X running from point Y to point Z." Note: A plan proposal can also take the form of a diagram.

Policy (1) - A collective term describing those parts of a general plan that guide action, including goals, objectives, policies, principles, plan proposals and standards in both the text and diagrams.

Policy (2) - A specific statement guding action and implying clear commitment. Example: "Recreational uses in wildlife refuges and nature preserves shall be limited to those activities which are compatible with maintaining the environment with a minimum of disruption, such as hiking or horseback riding."

Pollutant - Any introduced gas, liquid or solid that makes a resource unfit for a specific purpose.

Pollution - The presense of matter or energy whose nature, location or quantity produces undesired enfironmental effects.

Principle - An assumption guiding plan proposals, standards and implementation. Example: "A neighborhood is bounded by arterial streets which carry through-traffic and which are located so as to avoid unnecessary traffic within the neighborhood."

Rare Species - A species of animal or plant which is not presently threatened with extinction but is in such small numbers throughout its range that it may be endangered if its environment worsens.

Reclamation - Irrigation or other methods by which land which is unfarmable or marginally farmable becomes more productive.

Recreational Trails - Public areas that include pedestrian trails, bikeways, equestrian trails, boating routes, trails and areas suitable for use by physically handicapped people, trails and areas for off-highway recreational vehicles and cross-country skiing trails.

Rehabilitation - The process by which unsafe or dilapidated residential structures are brought up to building code standards.

Renewable Natural Resources - Resources that can be replaced by natural ecological cycles or sound management practices (e.g., forests and plants).

Riparian - Pertaining to areas adjacent to streams or other bodies of water.

Riparian Habitat - The land and plants bordering a water course or lake which provides cover for numerous types of wildlife.

Runoff - That portion of rain or snow which does not percolate into the ground and is discharged into streams instead.

Recent Geologic Time - Post glacial period within the last 10,000 years.

Scenic Highway Corridor - The visible area outside the highway's right-of-way, generally described as "the view from the road".

Scenic Route - A highway, road, drive or street which in addition to its transportation fundtion, provides opportunities for enjoyment of natural and man-made scenic resources where aesthetic values are protected and enhanced.

Sedementation - Deposit of small particles carried by water.

Seismic - Caused by or subject to earthquakes or earth vibrations.

Significant Effect - Both beneficial and detrimental impacts on the environment. Includes environmental consequences of both a primary and secondary nature. May include, but is not limited to, significant changes in the region's air, water and land resources.

Soil - The unconsolidated material on the immediate surface of the earth created by natural forces that serves as a natural medium for growing land plants.

Soil Liquefaction - A phenomenon in which saturated cohesionless soil temporarily loses its strength when subject to dynamic forces, such as earthquakes.

Soil Profile - Description of depth and composition of soil layers.

Special Treatment Areas - Specific areas that have been legally designated and described by the appropriate public agency or commission as: wild and scenic rivers, scenic highways, historic and archaeological sites, ecological reserves, key habitats of endangered plants and animals; national, state, regional, county and municipal parks; and those areas within 200 feet of a highway. In special treatment areas, the Department of Forestry requires silvicultural methods to be compatible with the objectives for which the special treatment area was established.

Standard - A specific, often quantified guideline defining the relationship between two or more variables. Standards can often directly translate into regulatory controls. Example: "Three to six dwelling units per net acre (low-density residential)."

Standard Project Flood - A flood which may be expected as a result of the most severe combination of meteorlogical conditions.

Stationary Source Pollution - Commonly air or water pollution that is produced at a specific location.

Subsidence - The gradual, local settling or sinking of the earth's surface with little or no horizontal motion. (Subsidence is usually the result of gas, oil or water extraction, hydrocompaction, or peat oxidation, and not the result of a landslide or slope failure.)

Surface Rupture - A break in the ground's surface and associated deformation resulting from the movement of a fault.

Transit - Urban and suburban rail and bus systems and ferryboats.

Transportation System Management (TSM) - A cooperative process involving all transportation agencies in an urban area attempting to increase the efficiency of a transportation system through low-cost and relatively short-term actions. TSM typically includes traffic controls, improved public transportation, regulatory and pricing measures, and improvements to the management of the existing transportation system.

Topography - Configuration of a surface including its relief and position of natural and man-made features.

VMT - Abbreviation for 'vehicl miles traveled' representing average daily traffic at any particular section of road multiplied by the distance of that segment of road.

Watershed - The total area above a given point of a watercourse that contributes water to its flow; the entire region drained by a waterway or which drains into a lake or reservoir.

Water Table - The upper surface of groundwater.

Weathering - All physical and chemical changes produced in rocks.

Wild and Scenic Rivers - Free-flowing rivers with extraordinary scenic, recreational, fishing or wildlife values which have been designated by the State Legislature and for which management plans must be prepared.

Wildland - A nonurban, natural area which contains uncultivated land, timber, range, watershed, brush or grasslands.

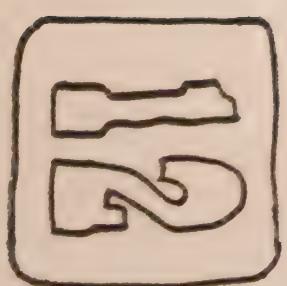
SUMMARY OF General Plan ELEMENT Guidelines

2/85

ELEMENT	AUTHORITY: GOV. CODE	SCOPE, NATURE & INTENT	METHODOLOGY	IMPLEMENTATION
Land Use	65302(a) Distribution, location & extent of land use for housing, business, industry, open space including agriculture, natural resources, recreation, and sites of scenic beauty. Provision for education, public building and grounds, solid and liquid waste disposal facilities and other categories of public and private uses. To include statement of standards of pop density and intensity and identification of areas subject to flooding.	1. Identify land use issues, goals, objectives, and policies. 2. Describe land use patterns. 3. Establish means to implement objectives including standards and other measures. 4. Promote a balanced and functional mix of land uses consistent with community values. 5. Guide public and private investment. 6. Reflect the opportunities and constraints affecting land use from other elements. 7. Reduce injury and damage caused by flooding. Policies, plan proposals, and standards for: 1. Amount, location, mix, distribution, density, and intensity of various land uses. 2. Location of residential development close to employment and services. 3. New development and public facilities. 4. Infrastructure improvement.	Gather and analyze data regarding the following: 1. Demographic baseline and trends 2. Need for services 3. Economic factors and trends including land consumption activities, commercial demand and industrial specialization 4. Natural physical features including constraints and opportunities provided by topography, geology, climate, hydrology, air quality, vegetation and wildlife 5. Existing land use and circulation trends 6. Development capacity. Create linkages between goals and methods of implementation. Identify flood plain areas and development standards. Assess needs and existing water, sewer, drainage and solid waste disposal facilities.	1. Prepare and adopt specific plans. 2. Revise zoning ordinance text and map for consistency. 3. Revise subdivision ordinance for consistency. 4. Develop a system to regulate growth. 5. Designate redevelopment areas and program. 6. Develop land banking. 7. Create urban service areas. 8. Adopt Annexation policies. 9. Develop plans and programs for Econ Dev. 10. Establish LEDC. 11. Place flood plain areas in special zones. 12. Locate schools and enact public facility dedications. 13. Locate public facility site. 14. Develop CIP for sites and improvement for sewer, water drainage, parks and other. 15. Assess fiscal impacts at new development on public facilities.
Circulation	65302(b) General location and extent of existing and proposed thoroughfares, transportation routes, terminals, and other local utilities and facilities correlated with land use element.	Policies, plan proposals and standards for: 1. Mix of transportation systems in community 2. Development and improvement of streets 3. Circulation and design of streets in new development 4. On-street/off-street parking 5. Development and improvement of bike routes, transit, pedestrian facilities, rail facilities, waterway facilities, aviation facilities, pipelines, and transmission facilities To coordinate transportation and circulation system with planned land uses.	Assessment of current status: 1. Adequacy of existing street and highway system and need for expansion and improvements. a. Non-local traffic usage. b. Traffic volume in relation to capacity. c. Traffic accident dates. 2. Adequacy of off-street and on-street parking. 3. Identification of transit dependent and needs determination 4. Adequacy of existing transit services and facilities. 5. Adequacy of existing bicycle routes and facilities. 6. Adequacy of pedestrian facilities. 7. Adequacy of water related facilities. 8. Inventory of rail facilities. 9. Adequacy of aviation facilities. 10. Inventory of transmission lines and pipelines.	1. Modify parking standards to achieve circulation goals and policies. 2. Amend subdivision ordinance to require dedication of bicycle routes, transit facilities. 3. Develop CIP for right of way acquisition and improvement. 4. Establish special assessment for street improvements, construction of bridges and parking provision. 5. Undertake projects to promote bicycle use. 6. Promote car and van pooling. 7. Establish long term needs for right of way.
Conservation (Natural Resource Perspective)	65302(d) Conservation, development and utilization of natural resources, water, hydraulic force, forests, soils, rivers, harbors, fisheries, wildlife, minerals and other. Also reclamation, flood control, pollution control, erosion correction, regulation of stream channel land, protection of watersheds, location and evaluation of rock, sand and gravel resources.	1. Promote the protection, maintenance and use of natural resources. 2. Prevent wasteful exploitation, destruction and neglect. 3. Recognized resources must be maintained for their ecological value as well as their direct benefit. 4. Regulate intensity of resource development. 5. Prevent water quality deterioration. 6. Provide adequate water. 7. Protection, use and development of agricultural lands, soils, mineral resources, fish and wildlife. 8. Plans for uses adjacent to mineral resources.	Inventory 1. Water resources - capacity of streams and water bodies, historical use; delineation of boundaries of watersheds, aquifer recharge areas, flood plains, basins effects of weather, water quality. 2. Forest resources-type, location, amount, ownership, value for commercial production, wildlife protection, recreation, watershed and other. 3. Agricultural resources-identification, production. 4. Soils-classification, subjectivity to soil erosion. 5. Mineral resources-identification, description, location. 6. Fish & wildlife-habitat, location & type. 7. Rare and endangered species.	1. Place wetlands, estuaries, wildlife habitats in open space zoning districts. 2. Buffer critical areas and habitats. 3. Adopt standards to minimize runoff. 4. Zone for agriculture and timber preserve. 5. Acquire easements or title along stream channels and significant resource areas. 6. Grading ordinance to prevent pollution. 7. Slope density ordinance. 8. Mineral extraction and reclamation. 9. Use native or low vegetation.

ELEMENT	AUTHORITY: GOV. CODE	SCOPE, NATURE & INTENT	METHODOLOGY	IMPLEMENTATION
Open Space (Aesthetic-Recreational Perspective)	65560 Open space is defined as any unimproved parcel devoted to following: 1. Preservation of natural resources. 2. Managed production of resources recharge of ground water and mineral deposits. 3. Preservation of areas of scenic value and recreation. 4. Protection of health and safety in hazard areas. 65561 - objectives 65562 - Recognize value, estab plans.	Objectives 1. Preservation for production of food & fiber, scenic beauty & recreation. 2. Discouraging premature and unnecessary conversion. 3. Preservation in anticipation of population growth. 4. Coordination of plans among jurisdictions. 5. Promotion of general welfare. Policies, plan proposals and standards 1. Parks acquisition, development and management. 2. Protect scenic highway corridors. 3. Protect wild rivers. 4. Protect areas of outstanding beauty. 5. Protect archeological sites. 6. Preserve historically and arch significant site. 7. Protect and improve water access. 8. Protect and improve trails & facilities.	1. Inventory of public & private open space. a. Description of existing public & private parks & recreation facilities. b. Review of Fed, State, Regional & local park plans. c. Assessment of present and future demands. 2. Inventory of areas particularly suited for recreation. 3. Inventory of scenic highway corridors. 4. Inventory & analysis of other scenic areas. 5. Inventory of historic & cultural resources. 6. Inventory of public access points. 7. Inventory of recreational trails & areas. Prepare local goals policies and implementation measures in response to needs.	Consider following for open space zoning: 1. Areas subject to flooding. 2. Significant wildlife habitats. 3. Areas along fault lines. 4. Areas of geologic instability. Adopt zoning district for historic areas. Adopt alternative building code for historic structures. Adopt a sign ordinance. Review landscape & design of new structures. Develop CIP for park purchase & improvement. Identify need for park land dedication. Develop a program to purchase scenic easements. Promote development cluster and transfer.
Seismic/ Safety	65302 (f) Identification and appraisal of susceptibility to surface ruptures from faulting, ground shaking, ground failures, sea waves, mudslides, slope stability, and other related hazards to reduce loss of life, injuries, property damage, economic and social dislocation. 65302(L) Protection of the community from fires and geologic hazards, including features necessary for protection of circulation routes, water supply, road width, clearance, geological hazards.	1. General geological and seismic history for region and planning area. 2. Assessment for potential for surface rupture. 3. Assessment for potential for ground shaking. 4. Assessment of potential for ground failure. 5. Assessment of tsunami and seiche potential. 6. Assessment of seismic dam failure. 7. Assessment of slope stability. 8. Assessment for potential for cliff erosion. 9. Assessment of potential for subsidence. 10. Policies & standards for considering fire hazards in developed areas. 11. Policies for adequacy of fire protection. 12. Location of sites & facilities of production use, storage & disposal of hazardous materials. 13. Routes for transporting hazardous mat'ls. 14. Standards for development adjacent to hazardous areas. 15. Policies for emergency preparedness and evacuation.	Identification, historical data, geotechnical evaluation of: 1. Fault displacement. 2. Alquist priola special study zones. 3. Active and inactive faults. 4. Ground shaking potential. 5. Maximum credible shake. 6. Potential for landslide, mudslide liquefication & soils compaction. 7. Identification of areas, facilities, development & people subject to innundation. 8. Landslide and mudslides. 9. Cliff erosion. 10. Subsidence resulting from extraction of ground water, gas, oil, geothermal resources, hydrocompaction & peat oxidation. 11. Assessment of subsidence potential. 12. Standards for availability & distribution of water in new developments. 13. Standards for spacing between structures & managing plants around buildings. 14. Standards for access circulation & minimum road widths around buildings.	1. Place hazardous areas in low density or open space. 2. Establish special hazard classifications. 3. Enact ordinances for hazard abatement. 4. Adopt UBC re lateral forces and grading. 5. Review subdivision requirements for safety from seismic and geologic hazards. 6. Enact ordinances with minimum setbacks from cliff erosion areas. 7. Place wildland fire areas in special zones such as large lot, cluster or watershed. 8. Create fire hazard zoning & dev. standards. 9. Adopt UFC provisions for hazardous activities. 10. Review street systems for fire protection evac uation & transport of hazards. 11. Locate critical facilities outside hazardous areas. 12. Inspect structures of critical facilities. 13. Expand local technical review capabilities. 14. Collect data on seismic & geo hazards. 15. Create geologic abatement districts. 16. Provide low interest loans to bring buildings up to seismic standards. 17. Conduct public information for disaster prep. 18. Review emergency/evacuation plans. 19. Review street naming and numbering. 20. Create brush along fire hazard roadways. 21. Develop a hazardous spill plan. 22. Adopt "right to know" hazardous ordinances.
Noise	65302(g) Recognition of Office of Noise Control guidelines for the following basic sources: 1. Highways and freeways. 2. Arterials and major local streets. 3. Railroad & rapid transit, and yards. 4. Airport and ground facilities. 5. Local industry. 6. Contributing stationary noise. Noise to be expressed in CNEL values. Contours shall be prepared by monitoring & modeling. Noise contours shall be a guide for land use patterns minimizing exposure. Element shall include implementation and solutions.	Policies, plan proposals and standards: 1. Location & design of development near noise sources. 2. Protection of existing development from noise. 3. Location & design at transportation facilities to minimize noise effects. 4. Control of noise at source. Office of Noise Control Goals: 1. Provide adequate information. 2. Develop strategies for abatement of noise exposure situations combining mitigation & rezoning. 3. Protect acceptable and sensitive noise areas. 4. Use CNEL. Element preparation process: 1. Noise environment definition. 2. Noise compatible land use planning. 3. Mitigating measures for noise control. 4. Enforcement.	1. Review complaints to identify sources and problem areas. 2. Identify basic sources & sensitive areas. 3. Conduct monitor survey around noise sensitive areas. 4. Noise sensitive areas to include schools, hospitals, rest homes, long-term medical facilities. 5. Noise sources to supply the following: a. Average daily level of activity. b. Distribution of activity over time. c. Average noise level emitted at source. d. Source location & proximity of impacted land use. e. Composition of noise sources. 6. Noise contours to include: a. Near & long-term levels of growth & traffic. b. CNEL contours. c. 5dB increments for 60 dB and over. d. Projected levels to 1990. 7. Noise inventory to include existing and projected population to be exposed. 8. Recommendation of mitigation measures and solutions to existing and foreseeable problems. 9. Specification of implementation in land use, circulation and zoning.	1. Amend ordinances to incorporate 6.D principals, standards and guidelines for noise. 2. Modify building codes to achieve appropriate acoustical construction. 3. Adopt community noise ordinance. 4. Increase enforcement of existing traffic regulations. 5. Establish minimum setbacks and require noise barriers in new residential developments. 6. Carry out public works to decrease local street noise (modify paving, remake bumps, synchronize signals). 7. Educate the public. 8. Develop procedures for processing complaints. 9. Hire an acoustical expert for reports. 10. Review truck routes. 11. Ensure public buildings are insulated. 12. State law requires noise insulation of multi-family development within the 60 dB contour. 13. Attain 45 dB CNEL in residential interiors.

ELEMENT	AUTHORITY: GOV. CODE	SCOPE AND NATURE	METHODOLOGY	IMPLEMENTATION
Housing	65580 - Declaration 1. Availability of housing vital & early attainment highest priority. 2. Cooperation between public & private. 3. Cooperation on all government levels. 4. Local governments must facilitate development to meet need of all economic segments. 5. Recognition that local government must consider economic, environmental fiscal factors and community goals. 65581 - Intent 1. Assure that local government recognizes responsibility to meet state goals. 2. Assure housing elements move to state goals 3. Recognize each local gov. can best determine its efforts. 4. Insure cooperation among local government 65583 - Content Identification of existing and projected needs and a statement of goals, policies, quantified objectives & programs for preservation improvement and development of housing. 5 year schedule of actions. 65584 - Regional Share 65585 - Consideration of Guidelines 65586 - Submission requirements 65587 - Court Action 65588 - Element evaluation 65589 - Disclaimer against 1. Requirement to expend local revenues for subsidy, construction or acquisition. 2. Disapproval of development. 3. Local rent control actions or sale restrictions. 65589.5 - Reduction in density cannot reduce density without specific findings	Policies oriented toward the following: 1 Preserving and conserving existing housing and neighborhoods. 2. Preserving affordability in neighborhoods. 3. Providing sites to accommodate a range of housing 4 Reducing effects of discrimination. 5 Evaluating sites for moderate income housing. 6 Addressing jurisdictions's responsibility for meeting share of regional needs. 7. Addressing special needs 8 Encouraging development of market rate housing 9 Removing government constraints. 10. Converting condominiums and cooperatives. 11. Relocating those displaced by redevelopment. 12. Locating sites for rental housing, manufactured housing and mobilehomes 13. Using federal and state resources. 14 Including of energy conservation features.	Regional perspective in trend analysis: 1. Housing market demand 2. Employment opportunities 3. Availability of suitable sites & facilities 4. Commuting patterns 5. Housing type and tenure 6. Farm worker housing needs Assessment of immediate housing needs to include: 1. Level of payment compared to ability to pay 2. Overcrowding 3. Housing stock conditions 4. Special needs of large families, farm workers, elderly, handicapped, families with female head Analysis of existing and potential sites. 1. Survey of vacant residential-zoned land including capacity & infrastructure 2. Survey of existing and potential redevelopment sites 3. Survey of other sites suitable for residential development Assessment constraints to maintenance improvement & development of housing for all levels: 1. Local land use controls & development standards 2 Local building codes & their enforcement 3 Onsite and offsite improvement requirements 4 Local processing procedures 5. Local fees and other exactions 6. Non-government factors including price of land, financing, & construction costs Analysis for energy conservation opportunities 1 Design and construction of units 2 Design and construction of subdivisions 3 Long-run benefits of energy conservation 4 Rehabilitation and retrofit 5. Proximity of res. development to facilities and service.	Quantified Objectives 1 Maximum of housing units that can be constructed, rehabilitated, & conserved within a 5-yr time frame based on needs, resources & constraints. Objectives to be broken down by income categories & tenure with numerical target 2 Identify adequate sites for development 3 Assist in development of low & moderate income housing 4 Address & remove government constraints 5. Conserve & improve condition of housing stock 6. Promote equal housing opportunities Example programs 1. Provide density bonuses & other incentives 2 Adopt mixed use districts 3 Adopt inclusionary zoning 4 Designate housing opportunity sites 5 Adopt employer participation programs 6. Establish rental-only zones 7 Allow mobilhomes on individual lots 8 Establish equity sharing programs 9 Promote second units 10. Regulate conversions & condominiums 11 Regulate housing unit demolition & conversion 12 Require 1 for 1 replacement 13 Establish rent control 14 Preserve affordability through deed restriction 15 Enforce codes 16 Design for energy conservation 17 Prohibit discrimination in mobilehome parks 18 Acquire land & sell at lower price 19 Develop cooperative housing 20 Use development agreements to obtain housing 21 Inventory public lands for sites 22 Develop house sharing programs 23 Improve information & processing 24 Establish housing authority or non-profit 25 Rehabilitate residential hotels 26 Combat red lining 27 Conduct Article 34 elections



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